AUGUST 29, 1955

Automatic Switching at Pasco . . . p. 26

RAILWAY AGE

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AUGUST 31 THRU SEPTEMBER 25

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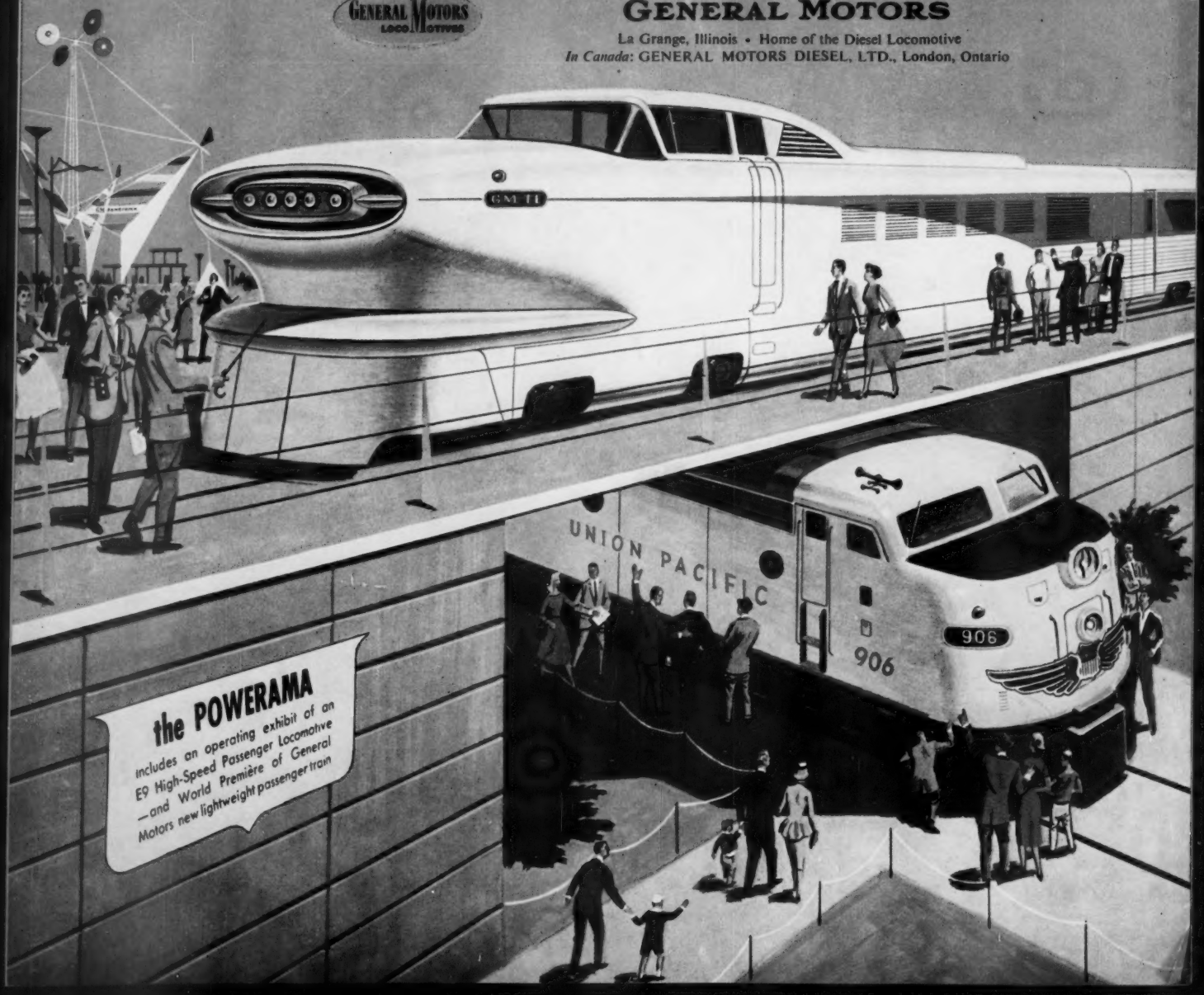
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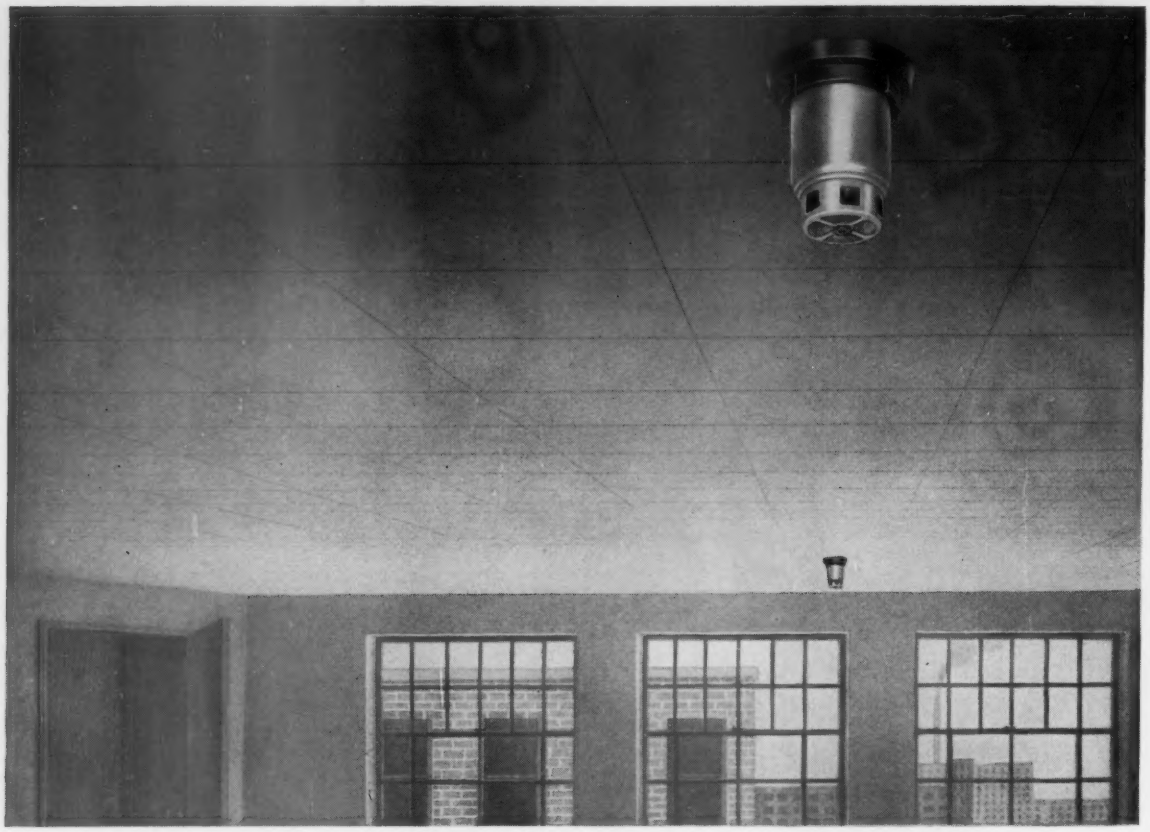

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This completely new and positive means of spotting fire is just what you've always needed and wanted . . . detects in the earliest stage, invisible combustion gases, visible smoke, slow smoldering, as well as open flame. The C-O-TWO Pre-Detector System is simple to install, extremely economical to maintain and doesn't depend on thick smoke or heat for actuation.

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The C-O-TWO Pre-Detector System has been subjected to extensive testing and carries Underwriters' Laboratories, Inc. listing, as well as Factory Mutual Laboratories approval. Proven pilot installations have been made in such diversified properties as a television station, an electric power company network analyzer room, a railroad signal tower, an airline flight training equipment room and the offices of an insurance company.

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This sectional view of the FR-16 Rubber Draft Gear illustrates the 16 rubber units of patented construction. The bonding of the two metal plates in each unit to the rubber provides capacity and absorption without damage to the rubber.

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You get more than a device for merely throwing switches when you install UNION T-20 and T-21* Switch Stands. They actually provide protection comparable to that of interlocked switches. Here's why—

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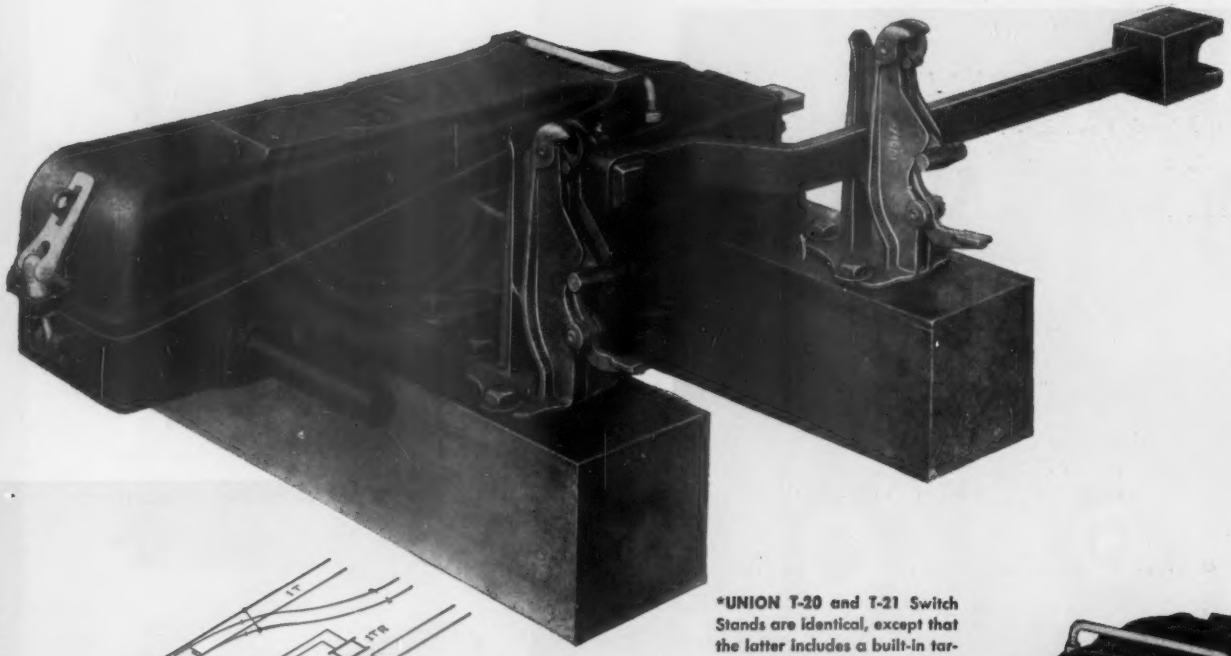
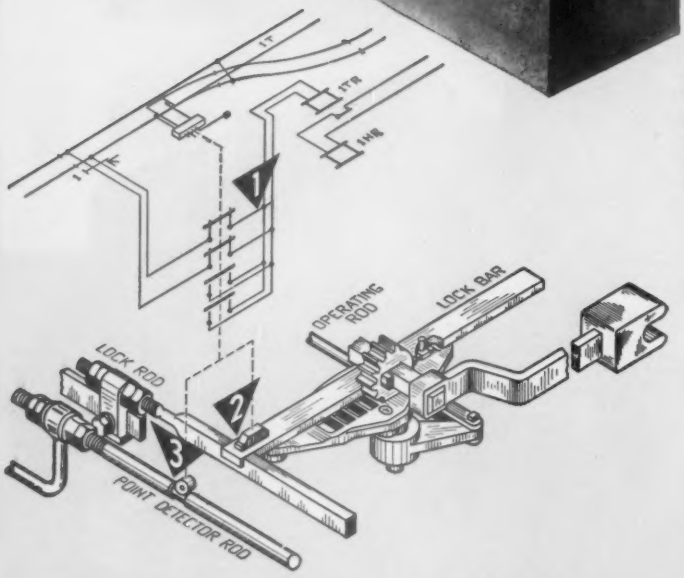
2. The mechanism is in the normal locked position, with the lock bar engaged in the lock rod notch, and . . .
3. The switch points are properly positioned, as continuously checked by the point detector rod.





*UNION T-20 and T-21 Switch Stands are identical, except that the latter includes a built-in target drive assembly. Both are equipped with built-in circuit controller and normal point detector as shown on the right.

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August 29, 1955 **Vol. 139, No. 9**

Week at a Glance

"The worst disaster in our company's history" is what the president of one major eastern railroad called the flash floods that hit seven states in the wake of driving rainstorms on August 18-19. That road, and others, are bending every effort, regardless of cost, to restore damaged facilities and get service back to normal—goals already accomplished, in many cases, and with no noticeable aid, to date, from Army engineers or state highway departments. 7

FORUM: Who is to judge transportation issues? The Cabinet Committee report was intended to review the whole transportation situation from the standpoint of the *public*. It leaves much to be desired from a strict railroad standpoint—but the truckers, to serve their own ends, are misrepresenting it as a "pro-railroad" study. 25

The new NP yard at Pasco has automatic switching, automatic retarder control, six radio channels and multiple two-way speakers. 26

A welded rail program has been launched by the New Haven as part of a thoroughgoing plan to make the road better able to meet competition. 31

Spin them clean—diesel filters, that is. It's being done, by two different methods. 33

"We don't get traffic by accident," says the president of the Roscoe, Snyder & Pacific, which handles traffic solicitation on a basis akin to industrial selling. 35

RDC's on the Michigan Central are operating singly—in multiples of two—as conventional cars in locomotive-powered trains. 38

"New techniques" in proxy campaigns have prompted revision of the Securities & Exchange Commission rules with proposed changes designed "for the better protec-

Current Statistics

Operating revenues, six months	
1955	$4,820,336,062
1954	4,591,252,244
Operating expenses, six months	
1955	$3,645,751,965
1954	3,683,934,579
Taxes, six months	
1955	$ 521,641,721
1954	440,067,072
Net railway operating income, six months	
1955	$ 526,830,860
1954	342,337,672
Net income estimated, six months	
1955	$ 416,000,000
1954	232,000,000
Average price railroad stocks	
August 23, 1955	95.37
August 24, 1954	70.83
Carloadings, revenue freight	
Thirty-two weeks, 1955	22,573,486
Thirty-two weeks, 1954	20,486,695
Average daily freight car surplus	
Wk. ended August 20, 1955	5,674
Wk. ended August 21, 1954	79,891
Average daily freight car shortage	
Wk. ended August 20, 1955	12,627
Wk. ended August 21, 1954	332
Freight cars on order	
August 1, 1955	42,888
August 1, 1954	12,889
Freight cars delivered	
Seven months, 1955	19,340
Seven months, 1954	25,403
Average number of railroad employees	
Mid-July 1955	1,090,756
Mid-July 1954	1,078,232

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Week at a Glance CONTINUED

tion of the stockholders and the public," SEC Chairman Armstrong announced. 42

BRIEFS

Lightweight train fever rose in Chicago last week as ACF Industries placed on display at LaSalle Street Station a prototype of the Rock Island's forthcoming "Jet Rocket"; and General Motors unveiled for the press its entry among the lightweights, the 10-car "Aerotrain."

Watch for a prominent passenger-carrying railroad to make public announcement of a pair of high-luxury streamliners (actually ordered last January) to replace streamlined equipment now in service. The consist will likely include some new coach-sleepers.

Another relative newcomer to the growing list of railroads which publish magazines for distribution to their employees is the Richmond, Fredericksburg & Potomac. Title of its publication is "Rail-O-Gram."

"Tote" (Trailer-On-Train-Express) service, is the Louisville & Nashville's name for its new piggyback operation between Louisville, Birmingham and New Orleans (*Railway Age*, June 13, page 13). The service, the L&N's first venture in this form of freight service, got under way August 15.

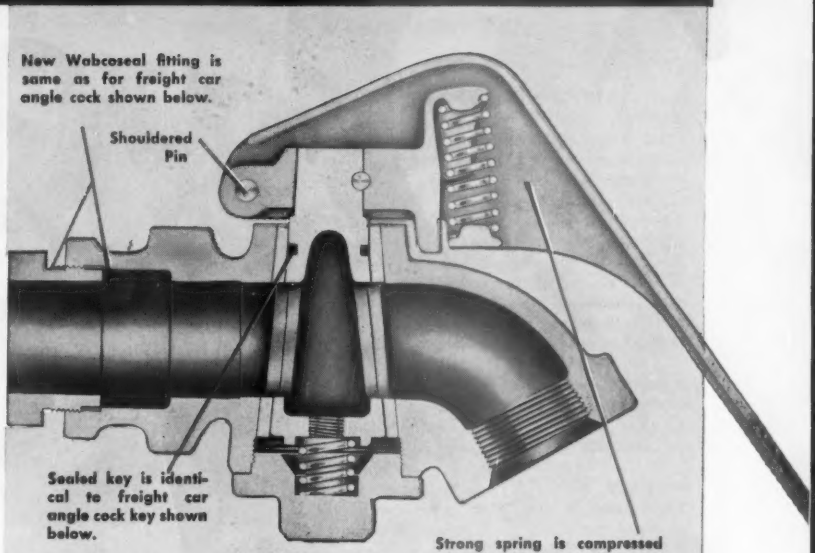
"Don't stand me still!" . . . Pennsylvania-Dutch sounding slogan was the winner of a contest conducted by the Pennsylvania among its employees to keynote the road's aim of speeding freight movement. First box cars with this slogan lettered on their sides are now coming out of Altoona shops.

The Southern Pacific will begin construcion of a microwave system this fall, upon receipt of FCC permission. The system will replace signal and communications pole lines between Black Butte and Dunsmuir, Cal., 25 miles, and will provide 21 microwave radio channels for telephone, printing telegraph and CTC control circuits.

New WABCOSEAL® Angle Cock

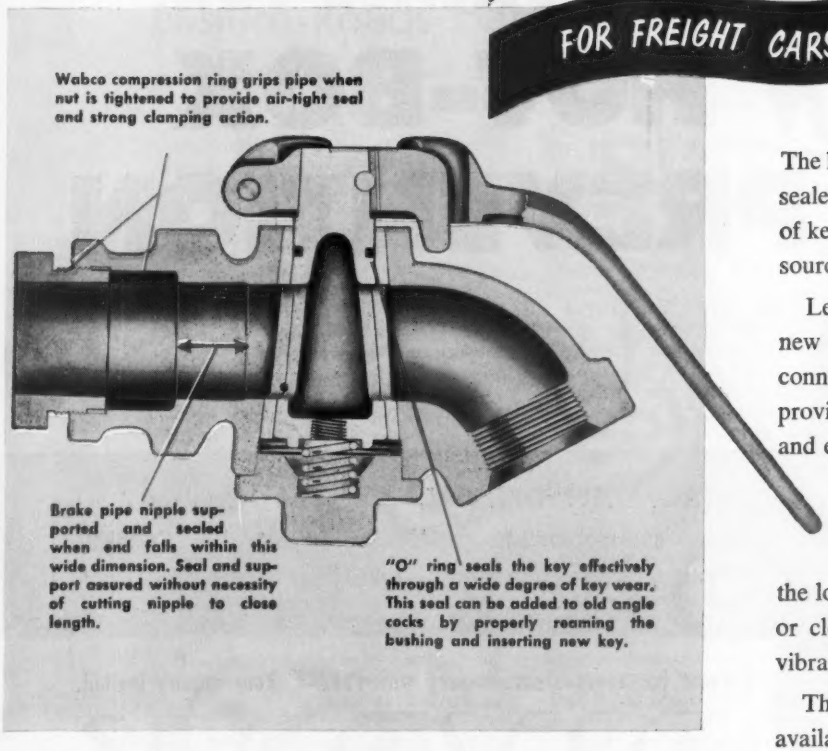
Stops air leakage

At brake pipe nipple and top of key


New Wabcoseal fitting is same as for freight car angle cock shown below.
Shouldered Pin
Sealed key is identical to freight car angle cock key shown below.
Strong spring is compressed when handle is raised. Socket is snapped into locking position when handle is fully opened or closed. Available for application to angle cocks now in use. A shouldered pin provides proper freedom of handle movement.

FOR PASSENGER CARS AND LOCOMOTIVES

FOR FREIGHT CARS


Wabco compression ring grips pipe when nut is tightened to provide air-tight seal and strong clamping action.
Brake pipe nipple supported and sealed when end falls within this wide dimension. Seal and support assured without necessity of cutting nipple to close length.
"O" ring seals the key effectively through a wide degree of key wear. This seal can be added to old angle cocks by properly reaming the bushing and inserting new key.

The heart of the new Wabcoseal Angle Cock is the sealed key that stays tight through a wide degree of key wear. This eliminates one of the two major sources of air leakage in angle cocks.

Leakage at the other source is prevented by a new Wabco compression ring at the brake pipe connection which eliminates tapped threads to provide an air-tight seal with increased strength and end tolerance for the brake pipe nipple.

For passenger cars and locomotives the Wabcoseal Angle Cock has a spring-locking handle that snaps the socket into the locked position when the handle is fully open or closed and keeps it there despite shock and vibration.

The sealed key and spring locking handle are available separately for application to angle cocks in service. See your Westinghouse Air Brake representative for more information.

Westinghouse Air Brake
COMPANY
AIR BRAKE DIVISION WILMERDING, PENNA.

3 years to go...

WHEN JOURNALS ARE PACKED FOR PROVEN HOT-BOX PREVENTION

(A.A.R. approves, on request, 36 months repack period, where PLYPAK waste retainers are applied)

[redacted] - 70 ton flat floor hopper car assigned to [redacted] Service, equipped with "Plypak" February 10, 1952, and removed for examination February 16, 1955.

Showing journal bearing and wedge, as removed from car.

FROM AN OFFICIAL RAILROAD REPORT

"Upon completion of this 36 months test, the PLYPAKS, bearings, wedges and journals were in excellent condition."

Prevent hot-boxes...save money with PLYPAK. Your inquiry invited.

PLYPAK

WASTE CONTAINER AND RETAINER

WAUGH EQUIPMENT COMPANY, New York • Chicago • St. Louis • Canadian Waugh Equipment Company, Montreal

Wide World Photo

RAMPAGING FLOOD WATERS, striking with unexpected force in an incredibly short period of time, cost 15 eastern railroads many millions of dollars on the night of August 18 and the morning of August 19. One of those hardest hit was the Lackawanna; its Sussex, N. J., branch, shown here near Branchville, was only a relatively minor item in its total damage bill.

Eastern Roads Hard Hit by Floods

Essential service maintained via detour routes, despite multi-million-dollar water damage in seven-state area

Torrential rains, striking with totally unpredicted force as an apparent backlash of dying Hurricane Diane, wreaked multi-million-dollar havoc on nearly a score of major eastern railroads in less than 24 hours on the night of August 18 and the morning of the following day.

The storm—which set new all-time records for short-period precipitation in many parts of seven northeastern states—caused about 200 deaths, and damage tentatively estimated at "billions of dollars"—much of it to railroad property.

Despite the damage—tabbed by one railroad as the "worst disaster" in its entire history—essential service was, in most cases, quickly restored, or re-established via detour routes.

How the storm affected individual companies, and the status of their operations at press time for this issue of *Railway Age* is indicated in the following summary:

Boston & Maine—As a precautionary measure, the B&M ceased all operations from 11:45 a.m. to 4:17 p.m., Friday, August 19, pending precise determination of damage, but was able to restore service quickly on a near system-wide basis. Worst damage spots proved to be in the vicinity of Mt. Tom, near Holyoke, Mass.; at Worcester, Mass., and on the Central Massachusetts branch, where bus service was provided for commuters. At press time, the B&M reported that it was handling some through passenger trains, including the Boston-Chicago "New England States," and also some freight service, for the New York Central between Troy, N.Y., and Boston.

Central of New Jersey — Flash floods in western New Jersey and northern Pennsylvania temporarily halted all CNJ service west of Phillipsburg, N.J., and caused damage presently estimated at approximately $2,000,000. Service to Allentown was restored by the evening of August 19, less than 24 hours after the flood hit; Jim Thorpe, Pa., was reached on a single-track basis the next day; and "virtually normal" service to other major points was expected by August 28 or 29 at the latest. Operations in eastern New Jersey, including commuter services, were not affected.

A helicopter survey of the damage area, made "as soon as the floodwaters receded," was credited by CNJ President E. T. Moore with being a major factor in the road's quick resumption of operations. The road took on about 400 extra temporary employees to supplement regular maintenance forces; and used "thousands of tons of fill" to repair what a spokesman described as "an awful lot" of washouts.

Central Vermont — With "bad spots" between Amherst, Mass., and Palmer, and near Stafford Springs, Conn., the CV was anticipating a delay of "perhaps two weeks" before it could resume normal operations south of Amherst, where two manifest freight trains were "marooned" by the suddenness of the rains. Through passenger service between Washington, New York, Boston and Montreal, in which the CV participates with other railroads, was temporarily halted, or operated subject to delay, but was on a near-normal basis by August 24.

Delaware & Hudson—"God must have been with us," a D&H executive told *Railway Age*. "We got only a fleabite, compared to what some of our neighbors suffered."

Five miles of D&H line south of Scranton, Pa., were out of service for about 50 hours. One track was back in operation by the morning of August 21; the company is considering possible installation of centralized traffic control on that one track instead of restoring the second track.

Delaware, Lackawanna & Western—The "first week in September" was the earliest date given by the hard hit Lackawanna for full resumption of normal service. Damage estimated at from $6,000,000 to $8,000,000 was caused by 105 landslides or lost bridges or washouts—80 of them on the main line between Scranton and Delaware Water Gap, where floodwaters topped by five feet the previous record set in 1903. Other damage areas were the Sussex and Bloomsburg branches.

The Lackawanna's most costly single loss was the complete destruction of a four-span, double-track steel girder bridge near Tinkertown, Pa., which was demolished, piers and all, when Brodhead creek, which the bridge crossed, rose 30 feet in 15 minutes.

To recover from its "most serious catastrophe," the road has engaged 15 outside contractors; it estimates that 10,000 carloads of rock and other fill material will be needed to repair washouts which ran to 1,600 feet in length and 70 feet in depth. The road had 17 diesel units, four freight trains, and two passenger trains marooned.

It reported however, that it was "keeping even" with freight traffic by detouring trains via the Pennsylvania between Kearny Junction, N.J., and Elmira, N.Y.; via the New York Central (West Shore) and D&H between Jersey City, N.J., and Binghamton, N.Y.; and via the Lehigh Valley and New York, Ontario & Western. Through passenger trains are using LV tracks between Pittston Junction, Pa., and Phillipsburg, N.J.

Erie—The Erie, too, suffered severely from rampaging tributaries of the Delaware river, which flooded its Port Jervis, N.Y., station and yard. In 13 miles between Parker's Glen, Pa., and

Wide World Photo

NEW HAVEN Railroad bridge, box cars, highway bridge, American Brass Company factory—reduced to a mass of confused rubble—indicate the severity of flood conditions at Waterbury, Conn., one of the points most severely damaged by the widespread flash floods.

Taylor Order Issued to Meet Flood Emergency

To meet flood conditions in most of New England, Pennsylvania, New Jersey and New York, the Interstate Commerce Commission has authorized roads serving those areas to divert traffic over any available route regardless of the billing. The authorization, Taylor Order No. 57, became effective August 19 and is scheduled to expire August 31. The order omitted Rhode Island and Maine from the territories affected.

Mast Hope it had four major washouts, ranging up to 70 feet deep and 300 feet long in locations where culverts or bridges were carried away. They are being replaced by temporary timber trestles or rock-filled timber cribs, with the objective of restoring normal service by August 31. Meantime, the road has avoided the necessity for embargoes or serious delays to freight by using essentially the same detour routes as the Lackawanna. Through passenger trains were being detoured or terminated at Binghamton.

The Erie also reported heavy damage on its Wyoming division, into Scranton, with major washouts at Hawley, Pa., Gravity, Elmhurst and Dunmore. Its car shops were severely damaged, and the west end of Dunmore yard was "gone."

Lehigh & Hudson River — "We came out very well on the whole," the L&HR told *Railway Age*. One train was derailed at Hamburg, N.J., when a landslide covered tracks just in front of it, and tracks elsewhere, including the Phillipsburg yard and Delaware River bridge at Easton, Pa., were covered with debris, but service in general was back to normal by August 21.

Lehigh & New England—West of Hainesburg Junction, N.J., L&NE tracks were covered with up to six feet of water, which deposited mud and other debris, but the road lost no bridges and suffered no major washouts. Damage was placed at $100,000, "including lost business." With all power "on high ground or at home" when the storm hit, the road was pretty well back in business within 24 hours, and expected full normal operations via all interchange points by August 26. It did report, however, "considerable difficulty" in getting back empty cars.

Lehigh Valley—Damage estimated by J. J. Swift, vice-president, at $500,000, was caused by slides and washouts, particularly between Wilkes-Barre, Pa., and Lehighton, and on the Hazleton branch. All through train service, both freight and passenger, was restored by August 20, subject to slight delays by a short detour over the Hayes Creek branch, which was expected to last to about August 25. The LV has handled a large amount of detour traffic for other railroads, including the Lackawanna's New York-Buffalo "Phoebe Snow."

New York Central—The Central's most serious damage occurred on its Boston & Albany line between Pittsfield, Mass., and Worcester; the eastern half of that segment, between Springfield and Worcester, was not expected to be back in service for approximately 30 days. Passenger trains, and some freight, were being detoured over the B&M east of Troy.

Northern ends of the Central's Harlem and Putnam divisions also were hard hit, though commuter service was generally restored, subject to some delays, within a few days after the flood.

New York, New Haven & Hartford—The New Haven reported 68 washouts, 12 landslides, and 15 bridges damaged or destroyed, for a total loss running, as on the Lackawanna, to $6,000,000 or $7,000,000 or more, figures which led President P. B. McGinnis to suggest that the state of Connecticut loan the railroad up to $10,000,000 to assist in resumption of normal service. The railroad itself had 3,000 men—including most of its retired maintenance employees—at work; and estimated it would use 200,000 tons of fill material.

At press time, its New York-Boston, New Haven-Springfield and South Norwalk-Danbury lines were operating normally; freight service was being provided between Danbury and Kent, Conn.; into Waterbury via Berlin and Plainville; and from New Haven to Maybrook via South Norwalk. Lines between Franklin, Mass., and Hart-

Wide World Photo

TWISTED TRACKS and flattened automobile near the New Haven station at Ansonia, Conn., are typical of scenes repeated at many other points in that state, Massachusetts, Rhode Island, New York, New Jersey, Delaware and Pennsylvania, and indicate size of reconstruction job.

ford; Providence and Worcester; Worcester and Norwich, Conn.; Kent and Pittsfield; Bridgeport to Waterbury and Winsted; and Plainville and Holyoke were out of service for periods estimated at from "a week" to "indefinitely."

New York, Ontario & Western—Except for a temporary interruption due to weakening of a bridge abutment at Mountain Dale, N. Y., the O&W's main-line and Scranton-Maybrook freight services were not severely affected. They were normal by August 22, and as of that date the road was handling freight detoured from other roads. Branch services were halted by floods at Port Jervis, N. Y., and Ellenville.

New York, Susquehanna & Western—Damage estimated at $125,000 was caused by seven major washouts totaling approximately one-half mile in length on the main line west of Beaver Lake and one major washout on the Hanford branch; also by water and debris on tracks.

Pennsylvania—Although the Pennsylvania escaped major damage on main lines, losses to track and equipment were estimated at $1,050,000 as a result of "minor washouts" and severe flood conditions along the Delaware river between Trenton, N. J., and Bordentown and Trenton and Phillipsburg. The former line was back in service August 21 and the latter by the middle of last week.

Reading—The Reading estimated its losses at $560,000, chargeable largely to damage to track, signals and communication facilities. It was forced to use some substitute bus service on three Philadelphia suburban lines, but avoided delays to freight by detour routes. It, in turn, detoured some freight for other railroads.

Floods in West, Too — Eastern roads were not quite alone in their flood troubles; at the other end of the country, on August 17, heavy rains between Kelso, Cal., and Desert washed out a Union Pacific bridge west of Chase, and scoured out main and passing tracks at several points to depths of up to 10 feet. Two trains were detoured via the Santa Fe, and others held for reopening of the line on the following day.

Frisco Train Derailed

Five persons were killed and about 18 injured when the St. Louis-San Francisco's "Kansas City-Florida Special" was derailed at Marked Tree, Ark., August 19.

The accident occurred when the rear wheels of a coach failed to go through a switch and were wrenched onto a siding. The coach, fourth car from the end of the train, came to a stop after hitting a string of freight cars on the siding.

A spokesman for the railroad said the derailment apparently was caused by a defective switch mechanism. An official investigation is being held to determine the exact cause.

People in the News

Healy Succeeds Squire On Retirement Board

Thomas M. Healy has become railroad management's representative on the Railroad Retirement Board, succeeding Frank C. Squire. Mr. Squire resigned, having reached the age of 70 on May 16.

Mr. Healy, who had been Atlanta district manager for the Car Service Division, Association of American Railroads, got a so-called recess appointment from President Eisenhower after the Senate adjourned without having confirmed his nomination. The nomination was submitted by the President on July 30, and it was still before

Thomas M. Healy

the Senate Committee on Labor & Public Welfare when the adjournment came August 2 (*Railway Age*, August 8, page 16).

Under the recess appointment, Mr. Healy will serve while Congress is in adjournment, and his nomination is expected to be resubmitted at the next session. The remainder of the Squire term for which he has been selected runs until August 28, 1958.

Mr. Healy was born February 19, 1901, at New Orleans, and entered railroad service in 1915 as messenger with the Southern Pacific Lines in Louisiana. During the next eight years he served there in various positions, including that of secretary to the vice-president and general manager. Mr. Healy was employed in the traffic department of the Southern Pine Association from 1923 until 1925, when he became field secretary of the Southeast Shippers Advisory Board and car service agent of the Car Service Division. He became district manager at Atlanta in 1941.

Mr. Squire was born May 16, 1885, at Oil City, Pa., and was educated at Stanford University, where he was awarded an A.B. degree in 1907. He then entered railroad service with the former Oregon-Washington Railroad & Navigation Co. (now Union Pacific), serving as an engineer with that road and the Southern Pacific until 1912. Mr. Squire then became valuation engineer on the Los Angeles & Salt Lake (now UP). After two years he returned in that capacity to the Oregon-Washington, remaining there until 1923, except for military service in World War I.

From 1923 until 1935, Mr. Squire was engineer for the Western Group of the Presidents' Conference Committee on Railroad Valuation; and, from 1935 until 1943 was valuation engineer on the staff of the Finance, Accounting, Taxation and Valuation Department of the AAR. His service as management's representative on the Retirement Board began in 1943.

Knowles Appointed to Canadian Transport Board

Leonard J. Knowles, who retired from railway service with the Canadian National in 1952, has been appointed a member of the Canadian Board of Transport Commissioners, to succeed O. A. Matthews.

Mr. Knowles, who was born in 1887 in Nottingham, England, and educated there and in Bristol, joined the Canadian Northern (one of the predecessor lines of the Canadian National) in 1912, and spent the ensuing six years in various positions in its freight tariff bureau. From 1920 to 1923 he was chief of the CNR tariff bureau; from 1923 to 1931, chief of the rate section of the amalgamated CNR and Grand Trunk system; and from 1931 to 1939, special traffic representative of the CNR.

In December of the latter year he became the railroad's commission traffic representative, in charge of traffic

Leonard J. Knowles

matters before the Board of Transport Commissioners in Canada and the Interstate Commerce Commission in the United States. In April 1947 he was appointed freight traffic manager—rates for the CNR system, at Montreal, and two years later was "loaned" as traffic adviser to the Royal Commission on Transportation which drafted many

recommendations since adopted by Parliament for changes in Canada's regulatory system (*Railway Age*, March 26, 1951, page 42). After the commission completed its work early in 1951, Mr. Knowles returned to the CNR as assistant to president, and held that position until his retirement under the company's pension rules a year later. He has since served as traffic adviser to the transport board.

Mr. Matthews, Mr. Knowles' predecessor on the board, will return to the Toronto firm of chartered [certified] accountants of which he was a member before joining the board January 1, 1953, but will continue also as part-time financial adviser to the six-man regulatory body.

Baker Gets Added Duties In ICC Finance Bureau

Vernon V. Baker, chief of the section of securities and reorganizations of the Bureau of Finance, Interstate Commerce Commission, has been named assistant director of that bureau.

Mr. Baker, who holds a law degree from Chillicothe, Mo., Business College, has been with the ICC since 1938, when he became an examiner in the former section of finance, Bureau of Motor Carriers. He subsequently became section chief and from 1946 to 1951 was an examiner in the Motor Carrier Bureau section of complaints. In 1951, Mr. Baker was named to the section chief post in the Bureau of Finance, a position he will continue to fill with his new assignment.

A native of Jackson, Tenn., Mr. Baker began government service in 1923, holding positions in the Veterans' Bureau, Bureau of Mines, U. S. Geological Survey and Federal Emergency Administration for Public Works.

The position of assistant director of the Bureau of Finance has been vacant for several years. The bureau director is Roger Boyden.

FRP Fellowship Winners Named

The Federation for Railway Progress has announced the winners of its third annual Railway Progress Fellowship program.

The winners, who receive awards of $1,000 each to cover a year of advanced study at any accredited university, are: Donald Q. Miller, 35, of San Luis Obispo, Cal., a switchman for the Southern Pacific; Edward F. McGrath, 29, of Brockton, Mass., chief clerk with the Boston & Albany; and Thomas P. Hackney Jr., 34, of Richmond, Va., a Chesapeake & Ohio shop engineer.

The awards were announced by James G. Lyne, FRP chairman. The winners were selected from among applicants on Class I roads in each of the three rail districts. David I. Mackie, chairman of the Eastern Railroad Presidents Conference, and FRP President William N. Leonard served with Mr. Lyne on the selection committee.

Mills, ICC Safety Chief, Will Retire August 31

Shirley N. Mills, director of the Interstate Commerce Commission's Bureau of Safety for 15 years prior to its merger into the present Bureau of Safety and Service, will retire August 31. Since the merger, which became effective June 1, 1954, Mr. Mills has been assistant director of the new bureau and head of its Section of Railroad Safety.

His retirement, coming on his 70th birthday, will end a 49-year career of service with the ICC. He joined its staff on September 12, 1906, as a clerk.

Mr. Mills was born August 31, 1885, at Elk River, Minn., and received his education at Elk River High School and business college. His entire career has been with the commission. He held clerical positions from 1906 until 1914, when he joined the Bureau of Safety's staff of inspectors. He became assistant director of the bureau in 1919, remaining in that position until 1939, when his 15 years of service in the directorship began.

Shirley N. Mills

Figures of the Week

Freight Car Loadings

Loadings of revenue freight in the week ended August 20 totaled 780,863 cars, the Association of American Railroads announced on August 25. This was an increase of 5,466 cars, or 0.7%, compared with the previous week; an increase of 102,239 cars, or 15.1%, compared with the corresponding week last year; and a decrease of 36,583 cars, or 4.5%, compared with the equivalent 1953 week. Carloadings in northeastern states, the AAR said, were about 6,500 below the preceding week because of flood conditions in that area (see page 7).

Loadings of revenue freight for the week ended August 13 totaled 775,397 cars; the summary, compiled by the Car Service Division, AAR, follows:

REVENUE FREIGHT CAR LOADINGS

For the week ended Saturday, August 13

District	1955	1954	1953
Eastern	124,930	107,669	136,414
Alleghany	151,902	123,550	158,579
Pocahontas	61,337	50,285	61,468
Southern	121,304	113,931	123,515
Northwestern ..	134,772	118,518	144,081
Central Western	124,600	116,028	123,764
Southwestern ..	56,552	55,291	59,801
Total Western Districts	315,924	289,837	327,646
Total All Roads	775,397	685,272	807,622
Commodities:			
Grain and grain products	55,051	55,436	50,447
Livestock	6,328	7,139	6,971
Coal	130,616	112,784	135,538
Coke	12,391	6,880	12,666
Forest Products .	48,846	39,171	47,213
Ore	82,936	64,132	94,209
Merchandise l.c.l.	65,131	62,357	70,852
Miscellaneous ..	374,098	337,373	389,726
August 13	775,397	685,272	807,622
August 6	765,452	667,592	785,349
July 30	795,771	683,617	793,754
July 23	786,433	684,281	780,699
July 16	799,040	694,545	791,414
Cumulative total, 32 weeks ...	22,573,486	20,486,695	23,714,340

In Canada.—Carloadings for the seven-day period ended August 7 totaled 78,695 cars, compared with 112,609 cars for the previous 10-day period, according to the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada:		
August 7, 1955	78,695	30,541
August 7, 1954	67,296	25,008
July 31, 1955	112,609	42,747
July 31, 1954	109,729	37,472
Cumulative Totals:		
August 7, 1955	2,331,411	971,451
August 7, 1954	2,143,714	869,230

Accounting

AAR "Accounting Rules" Due by Mid-September

The 1955 edition of "Railway Accounting Rules," published by the Accounting Division of the AAR is expected to be available for distribution by mid-September, Division Secretary R. E. Keefer has announced.

The new edition will supersede the 1954 edition, and the new amended rules which it publishes will be effective October 1. One copy will be furnished without charge to each accounting officer who is a member of the division.

Additional copies may be obtained by member roads and their employees for $1 each; price to non-member roads and others is $2 per copy. Orders should be placed with Mr. Keefer, Transportation Building, Washington, 6, D. C. Remittances should be made payable to the AAR.

UP Appeals Denver Court Ruling On Ogden Gateway

The Union Pacific, for itself and six other western roads, has appealed to the Supreme Court the decision of a U.S. District Court at Denver which reversed the ruling of the Interstate Commerce Commission in the Ogden gateway case.

The District Court decision (*Railway Age*, January 24, page 7) remanded the case to the ICC in accordance with the court's opinion that the Ogden gateway was "open" and had been "open" for many years.

The commission had (*Railway Age*, February 2, 1953, page 12) required the Union Pacific to participate in joint rates and through routes with the Denver & Rio Grande Western only on granite and marble moving from Georgia and Vermont to the northwest and on livestock, fresh fruits and vegetables, dried beans, poultry, frozen foods, butter and eggs moving from the northwest to the east.

The D&RGW appealed this decision of the ICC to the District Court at Denver, asking that it be granted equal rights on other commodities which the UP maintains amount to two-thirds of the D&RGW traffic.

Both the UP and the D&RGW also filed suit in U.S. District Court in Omaha, the former seeking reversal of the ICC order and the latter seeking broader rights. This court last October ordered the commission order set aside in the main and both roads have appealed that decision to the Supreme Court.

The UP maintains that the Denver court had no jurisdiction to remand the case to the commission and declares that by virtually directing the commission to "order joint rates on the remaining two-thirds of the (D&RGW) traffic" the court would "clearly usurp the commission's administrative authority."

Filed simultaneously with the UP appeal were an appeal by the Washington Public Service Commission, opposing the D&RGW, and the Justice Department, upholding the ICC.

C&EI Piggyback Schedule Ordered Cancelled by ICC

The Interstate Commerce Commission has ordered cancelled a rate schedule in which the Chicago & Eastern Illinois sought to give shippers an allowance for furnishing trailers to be used in piggyback hauls.

The schedule, originally to have been effective February 15, had been suspended by the ICC following protests by the Wabash and by the Central States Motor Freight Bureau and Eastern Central Motor Carriers Association (*Railway Age*, February 21, page 9).

The C&EI, intending to extend trailer-on-flat-car service between Chicago and St. Louis to private motor carriers, offered an allowance of 18.5 cents to truckers who would deliver loaded trailers at the railroad ramp at point of origin and would also provide terminal delivery of the trailers at destination points.

The commission held that the C&EI had failed to show the proposed allowance was just and reasonable and declared, further, that "of more importance is the respondent's proposal to return the empty trailer without charge to the shipper." The ICC rejected the railroad position that "the trailer is analogous to" a tank car or other privately-owned equipment, asserting that it is "more nearly analogous to a container utilized by the shipper which, when returned, is subject to individual rates."

In a separate action, the commission also ordered canceled a schedule filed by the Delaware, Lacakawanna & Western which sought to provide a reduced split pickup charge and the addition of an additional stop for partial loading of foodstuffs in its t-o-f-c service between New York City and Chicago. The commission ruled that "the evidence of record affords no basis for a conclusion as to the compensatory character of (the) charge proposed and the competitive necessity therefor." The DL&W sought to meet the competition of truckers offering a $10 pickup charge in contrast to the railroad's existing $14.25 charge.

Commodity Rates Lower Than Section 22 Quotes

Section 22 quotations averaged about 14% above comparable commodity rates in 1950 and about 22% higher in 1952 according to a comparison in the latest issue of Transport Economics published by the Bureau of Transport Economics and Statistics, Interstate Commerce Commission.

The comparison is offered because of "questions concerning the relationship" between the government (Section 22) quotations and the rates for the traffic of private companies. The bureau used the commission's 1% waybill sample to establish its analysis.

It compared 57 categories of shipments where there were one or more carloads for both Section 22 and commodity rates in 1950 and the same computations were made for 1952.

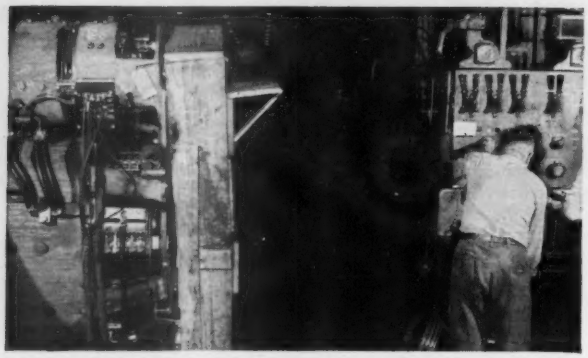
In 1950, Section 22 quotations accounted for $195,723 of revenue while commodity rates accounted for $578,729. By applying the average commodity rate to Section 22 tonnage that year, the bureau computed revenue would have been $152,796 had the Section 22 tonnage moved on commodity rates. Conversely, revenue of $83,234 was computed as the revenue which would have been realized had the commodity rated tonnage moved on Section 22 quotations. Following, the bureau figured that Section 22 rates were about 30% higher than commodity rates when based on Section 22 tonnage and about 1% greater when based on commodity rated tonnage.

(*Continued on page 14*)

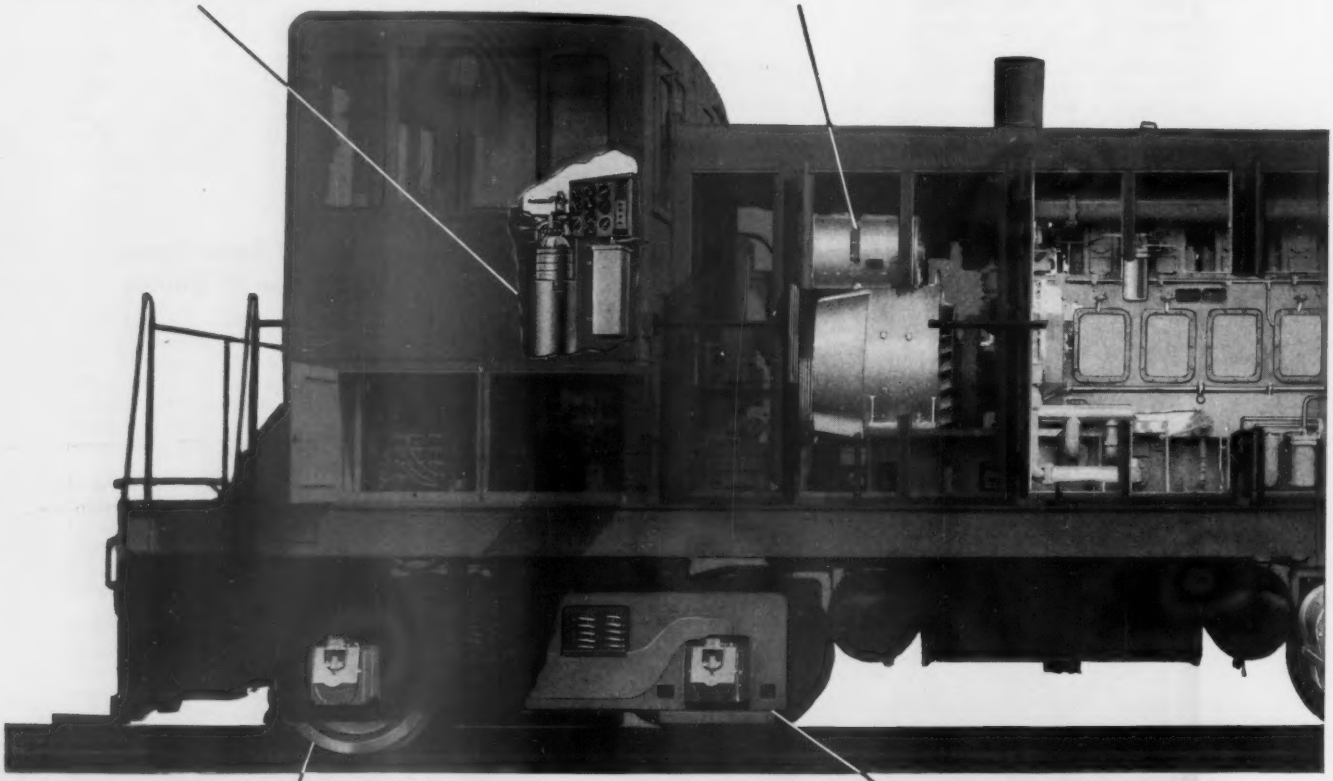
WAYNE S. FRANKLIN, general traffic manager, Brown-Forman Distillers Corporation, addresses students completing certificate requirements in traffic courses offered by the University of Louisville. The Transportation Club of Louisville has cooperated closely with the school in establishment of the courses, which the club has sponsored, and in general promotion of traffic education in the city. The club is making available, beginning with the 1955-56 school year, a series of scholarships to be awarded on a merit basis to students in transportation courses at the university.

COMPLETE G-E Overhaul Service Restores

CONTROL DEVICES are dismantled, cleaned and repaired. Wiring, contact tips and wearing parts are replaced as required. Each component is completely reconditioned for long life.



MAIN GENERATOR and GMG set are tested twice—once after having been repaired and again when re-installed in your locomotive. After overhaul, you regain "original" performance.

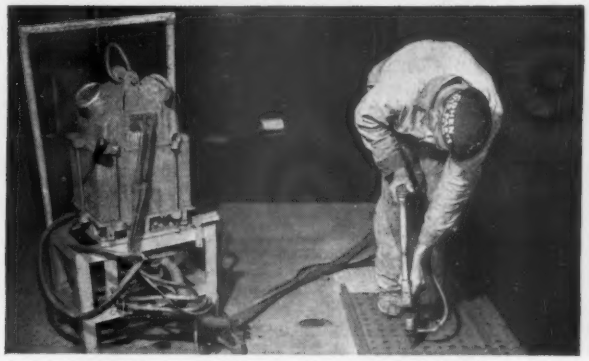


WHEELS and AXLES are given complete overhaul service. This includes checking the axles carefully for run-out; magnafluxing of the entire assembly; replacing the axle-drive gears when necessary; and, finally, either turning or replacing the wheels.

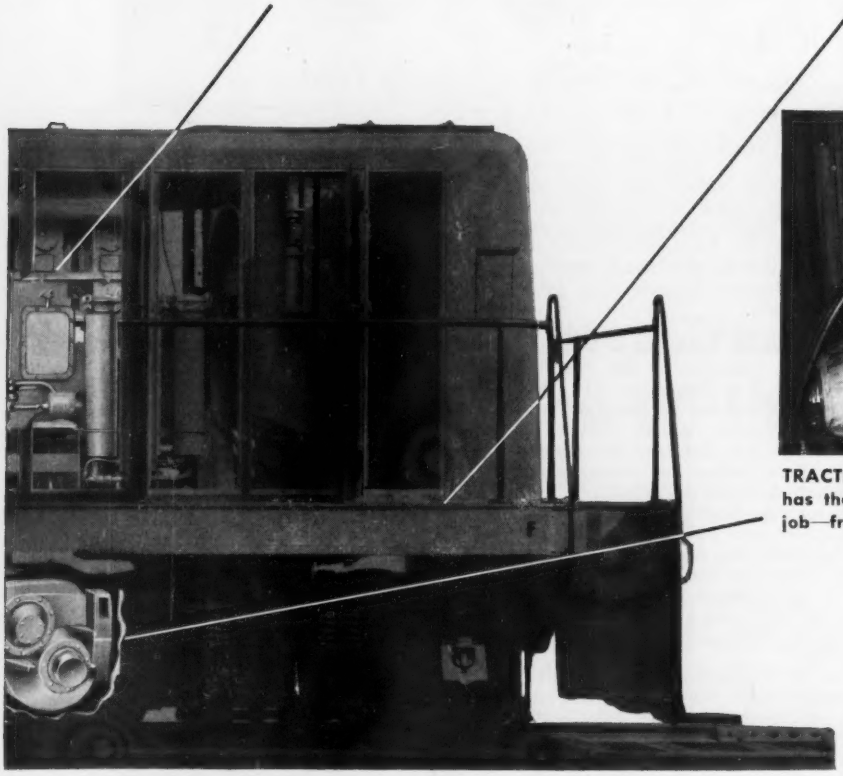
TRUCKS and BRAKE RIGGING are completely disassembled. Gear cases are removed and all worn parts are repaired or replaced. Truck frames are checked for alignment and carefully inspected for cracks or other defects that could affect service.

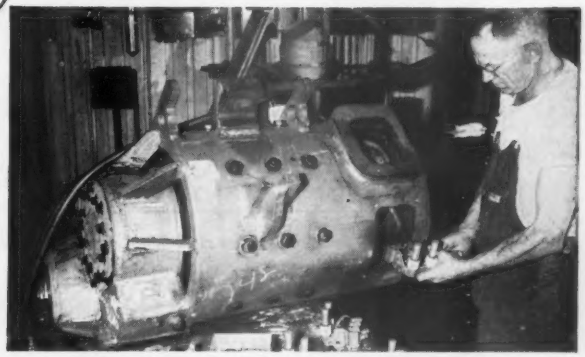
Your Locomotive to Top Operating Condition

DIESEL ENGINE is thoroughly cleaned and inspected. New or reworked parts are used where required to bring engine up to "like-new" standards. Modernization facilities are available.



ALL STRUCTURAL ELEMENTS are completely checked over—even to such details as replacing anti-skid treads on the platform. G-E overhaul service pays particular attention to such detail.





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With more than 50 years of locomotive experience, General Electric has the specialized equipment and knowledge to make your locomotive as "good as new," quickly and economically. For facts and prices, contact your nearest G-E Apparatus Sales Office or write for bulletin GEA-6139 describing this service. Locomotive and Car Equipment Department, General Electric Company, Erie, Penna. 128-20

GENERAL ELECTRIC

(*Continued from page 11*)

Averaging the two, the bureau determined the Section 22 rates were about 14% higher than the commodity rates. A similar process for 1952 produced the 22% figure for that year.

New Facilities

First Contracts Awarded For Wabush Lake Line

Canadian Javelin, Ltd., of Montreal, has awarded to MacNamara Construction, Ltd., of Toronto, contracts totaling approximately $10.2 million for initial work on a new 45-mile railroad, designed to connect Javelin's iron ore deposits at Wabush Lake, Labrador, with the existing line of the Quebec North Shore & Labrador (*Railway Age*, August 22, page 8).

The largest contract covers construction of the roadbed for the new railway, and the laying of track, at an estimated cost of approximately $6 million. Others provide for construction of a townsite at the new ore development ($2.5 million); construction of an airstrip at the same point ($250,000); and foundations and building structure for a concentrating plant ($1.5 million).

As reported in last week's issue, about half the combined cost ($32 million) of the new railroad and ore development will be financed by a $16.5-million bond issue to be guaranteed by the province of Newfoundland, of which Labrador is a part. The province, in return, will receive from the development estimated revenue of up to $1,350,000 per year. This will include a $450,000 mining tax, and a royalty of 33 cents per ton on an estimated annual output of three million tons of ore, beginning in 1957. The royalties will be payable to the Newfoundland & Labrador Corp., which is 90% owned by the provincial government. (See also page 41.)

Chicago & Illinois Midland.—A new diesel shop building, costing $194,250, is under construction at Springfield, Ill. The work, now 25% complete, is being handled by the Evans Construction Company and Braden Steel Corporation. The C&IM has just completed construction work at Quiver yard, Havana, Ill., costing $266,185; and has finished work on an interchange yard with the Illinois Central at Havana, costing $122,700.

Illinois Terminal.—The ICC has approved the application of this road to construct two spur tracks connecting with the Pennsylvania at Morton, Ill.; to operate under trackage rights over 1.4 miles of the Pennsylvania; and to abandon 1.9 miles of IT track running through Morton (*Railway Age*, June 13, page 66).

Louisville & Nashville.—A nitrate warehouse, destroyed by fire, will be reconstructed at Pensacola, Fla., for $599,973. A highway overpass at Preston and Burnett streets, Louisville, will cost $65,270. The road also reports a new diesel fueling and storage plant at Loyall, Ky., costing $27,033.

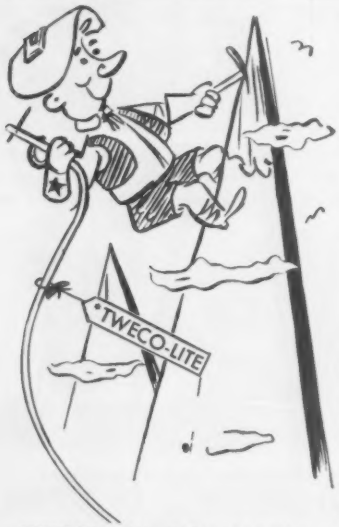
A concrete block yard office, wash and locker room building, switchman's shelter, automatic telephones and Teletype, radio for five locomotives, and walkie-talkie for the yardmaster, are projects under way at Strawberry yard, Louisville. These undertakings will cost $31,557.

The L&N is installing "ride control packages" on 1,420 freight cars, replacing conventional AAR 1936 design freight car truck springs. Total cost will run to $291,100. The road also will replace, at a cost of $168,655, the sides and floors on 240 composite hopper cars with steel sides and floors.

Terminal Association of St. Louis.—A new yardmaster's tower, 55 ft high by 16 ft square, is being constructed at the north end of the eastbound Madison (Ill.) yard at a cost of about $33,000. In the St. Louis passenger station, two elevators are being modernized and converted to automatic push-button operation at a cost of $32,362.

Three interlockings are being consolidated between 14th street, St. Louis and "Q" tower, East St. Louis, Ill., near Relay depot. The new structure will be a concrete block building with a second floor tower for control room. The first floor will house a signal maintainer's shop, yard clerk's quarters and relay room. Authorized expenditure is $399,500.

Western Pacific.—New 136-lb rail is being laid in a 20-mile segment of main track between Phil, Nev., and Trego, replacing existing 100-lb material. The work includes a 2- to 6-in. ballast raise, and is being done by company forces. Cost of the project will be $915,000. Elsewhere, the road is replacing 6.6 miles of 85-lb rail with 119-lb material, including a 3-in. ballast cushion, between San Leandro, Cal., and Sorrenson ($330,000); and has just completed a $460,000 project between Low, Utah, and Ellerbeck. This 10-mile project included replacement of 100-lb with 119-lb rail, and a 6-in. ballast raise.



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Supply Trade

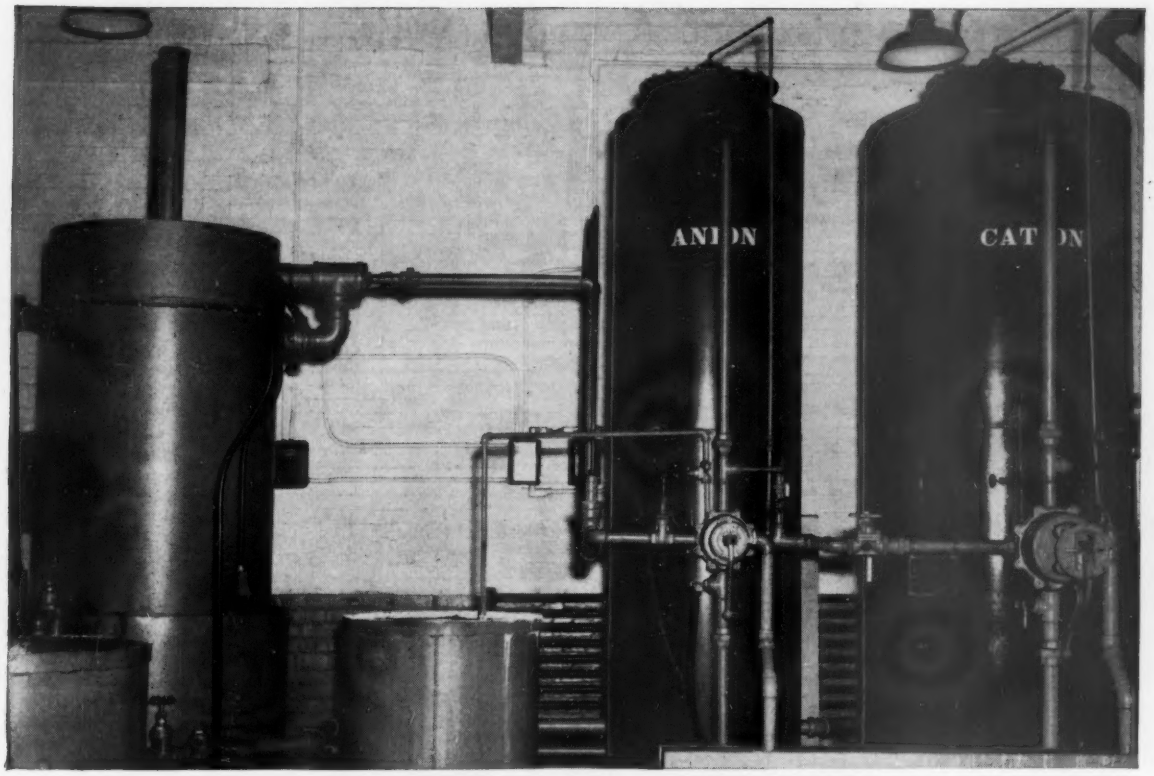
Pullman-Standard Signs New Wage Agreement

A new wage agreement, effective September 1, gives basic increases of 11½ cents an hour, plus an additional ½-cent increase in increment between each job class, to approximately 7,000 production workers at six plants of the Pullman-Standard Car Manufacturing Company. A new pension agreement, effective August 15, provides for increased retirement and disability pension benefits patterned after the "basic steel" settlement.

Pullman-Standard plants affected by

(*Continued on page 40*)

JACK B. ARNOLD, who has been appointed division manager, railroad and industrial sales, carrier-radio group, Automatic Electric Sales Corporation, Chicago, succeeding Tate B. Collins, Jr. Mr. Arnold has been staff engineer for the company at Rome, Italy.



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Dearborn's Water Treatment Systems are Working on the Railroads

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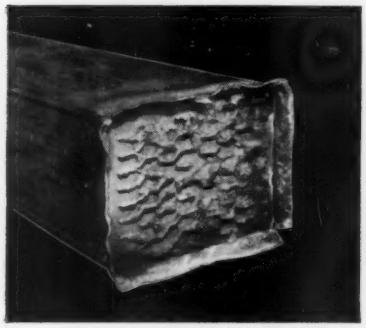

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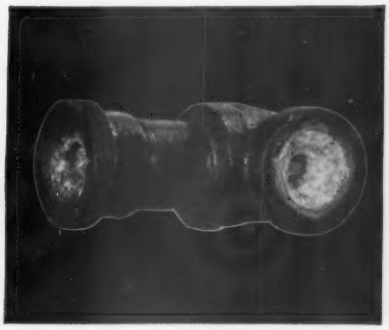

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Questions and Answers FOR THE TRANSPORTATION DEPARTMENT

Should demurrage rules be changed to allow "48 hours free time after notification or placement"?

No. It would be impracticable to police such a provision.

A reader writes:

"The purpose of Interstate Commerce Commission service order 904 is to expedite car handling. [Service order 904 requires a movement to be made on each loaded and empty car within 24 hours after such a movement becomes possible and proper.] But I think the adoption of the following suggestion, requiring a change in demurrage rules, also would help increase car supply.

"For the past 40 years, free time of 48 hours after first 7 a.m. has been in effect. [This refers to provisions for placement on other than public delivery tracks. Free time for loading or unloading begins with the first 7 a.m. following actual placement or the sending of notice of constructive placement.]

"Since that time, methods of unloading have improved from the old horse and buggy days. With these modern means of unloading it would seem that the provisions of the Demurrage Tariff on free time allowed should be changed to read '48 hours free time after notification or placement.'

"A majority of cars placed on private sidings are so placed before noon. And, because free time does not start until the next 7 a.m., oftentimes the empty is not available until the regular switching time of a given siding on the second day after free time commenced. This causes another day's delay before the car can be moved out or be placed in another location for loading.

"It seems industries are not building storage space any more. They expect carriers to furnish cars to load into while their products move from the production line. Frequently several days are consumed before loads are complete.

"If the free time rule were changed as recommended above I estimate there would be a 25% reduction in per diem expense to any debit [sic] per diem carrier. Certainly car turnaround time would be reduced."—*A traveling car agent.*

We asked several authorities on demurrage for their opinions on this proposal. They are summarized as follows:

"When the 48-hour free time and the running of free time from the first 7 a.m. after notice or placement was recommended to the railroads in connection with the first Uniform Demurrage Code adopted in 1910, the Committee on Car Service and Demurrage of the Interstate Commerce Commission and State Railway Commissioners found that 48 hours free time was sufficient for a consignee ordinarily equipped and ordinarily situated to unload cars. The committee also stated: 'The basic principle is that time should be computed from the first 7 a.m. after placement and due notice.'

"The traveling car agent's proposal, in effect, would reduce overall free time allowed shippers and consignees to load and unload cars. He has a good thought as to reduction of free time. Surely, cars today generally can be unloaded in much less time.

"However, there are several factors which should be carefully considered before any such change is made in the demurrage tariff.

"If, on cars taking public track delivery, the 48-hour free time were to start at the time notice of arrival is deposited in U. S. mail, part of the free time often would elapse before unloading could be commenced. With the present mail service in many communities a notice mailed at 10 a.m. might not be received by the consignee until more than 24 hours after mailing. Thus, a full day of free time would be consumed before the consignee had knowledge of the arrival of the car. It would be possible that a new field for discrimination would arise. Receivers of freight, in order to gain time, might insist on the railroads arranging for arrival notices to be sent to them as late as possible in the day.

"The major objection to having the free time of 48 hours run from the time of sending or giving notice of arrival or placement is the complications that would arise and clerical work or expense that would be brought about in properly policing the rule. It would be necessary, for example, to know the exact date and hour unloading of each inbound car was completed. This would be particularly true where an average agreement is in effect, for the hour at which free time would expire would depend entirely on the time of day that tender of car was made to consignee. Thus, a 7 a.m. track check would not suffice. It would be necessary to make track checks around the clock to establish the exact hour of release in order to know whether the consignee had completed unloading within 48 hours of free time entitling the car to a credit.

"Many railroads would have difficulty, without a large outlay in wages, in determining the exact date and hour of placement of cars, because, under some union agreements, conductors are not required to prepare placing reports."

In short, it would appear that a demurrage tariff provision stipulating that the 48 hours free time begin at time of notification or placement is virtually incapable of satisfactory enforcement.

CONDUCTED BY G. C. RANDALL, district manager, Car Service Division (ret.), Association of American Railroads, this column runs in alternate weekly issues of this paper, and is devoted to authoritative answers to questions on transportation department matters. Questions on subjects concerning other departments will not be considered, unless they have a direct bearing on transportation functions. Readers are invited to submit questions, and, when so inclined, letters agreeing or disagreeing with our answers. Communications should be addressed to Question and Answer Editor, *Railway Age*, 30 Church Street, New York 7.

Current Publications

PERIODICAL ARTICLE

THE IRON HORSE FIGHTS BACK, by Frank J. Taylor. Saturday Evening Post, August 13, 1955, p. 43, et seq. Curtis Publishing Company, Independence sq., Philadelphia. Single copies, 15 cents.

Now trains battle trucks by stashing them on flat cars to ride piggyback. Describes the systems in use on the Southern Pacific, the New Haven and the Pennsylvania.

PAMPHLET

TAIWAN RAILWAY. Illustrations, charts. Taiwan Railway Administration, Yen Ping Road (North), Taipeh, Taiwan (Formosa).

This pamphlet, written in both Chinese and English, reviews improvements that have been made on the railraod since it was taken over from the Japanese.

BOOKS

RAILROADING AROUND THE WORLD, by S. Kip Farrington, Jr. 230 pages, illustrations. Coward-McCann, Inc., 210 Madison ave., New York 16. $10.

This is a book of strikingly beautiful pictures collected by the author while inspecting operations of 34 railroads in 22 countries. The text explains the pictures and gives an account of conditions and problems met and solved by railroad men everywhere. The many American devotees of the steam locomotive, which is fast disappearing in this country, have a chance, in this book, to see some of these engines in action in other countries where they are still in service.

•

THE RAILROAD POLICE, by H. S. Dewhurst. 211 pages, illustrations. Charles C. Thomas, publisher, Springfield, Ill. $5.50.

This is believed to be the first single volume book to summarize all phases of railroad police work. Mr. Dewhurst is exceptionally qualified for such an assignment as he has served for a number of years as secretary of the Protective Section of the Association of American Railroads and has been instrumental in arranging the section's five annual National Railroad Police Academies.

The book describes the practices of individual roads in such matters as trespassing and juvenile problems, protection of freight and passengers, conduct of investigations, hiring and training of police personnel, use of equipment, and the relationship of police work to a company's public relations and traffic solicitation. It demonstrates how railroad police work side by side with public law enforcement agencies and how the forces of each carrier work closely with those of the others.

YOU don't need a lot of on-track equipment to handle scattered maintenance-of-way jobs. One man, working alone with an off-track D Tournapull, can often complete dirtmoving and material handling assignments that take an entire work train and crew. This "railroad handyman" drives anywhere under its own power. A phone call starts it out via track, right-of-way, or public highway. 25 miles is only about an hour away. It self-loads on the small jobs, can be push-loaded in fleet operation. It handles long or short hauls, spreads fill or ballast.

You can have confidence in the D Tournapull. It has been in production since 1948. Thousands of these handy dirtmovers are being used by contractors, mines, loggers and industries all over the world. Many are in use today on maintenance and construction projects for railroads in both the USA and abroad. This rubber-tired tractor-scraper is built by LeTourneau-Westinghouse, a wholly-owned subsidiary of Westinghouse Air Brake Company. That name on any type of equipment has been synonymous with quality, safety and satisfactory railroad service for nearly one hundred years. For proof of what D Tournapull can do for you, ask for a demonstration. Send for details today.

FREE . . . "The Railroad Handyman"

20-page book shows how 7-yd. self-loading D Tournapull cuts time and costs on right-of-way maintenance. Send for your free copy. No obligation. Also ask to see our color movie, "Clear the Track."

LeTourneau-Westinghouse Company

PEORIA, ILLINOIS

A Subsidiary of Westinghouse Air Brake Company

Tournapull—Trademark Reg. U.S. Pat. Off. DP-691-RR-z

Santa Fe adopts

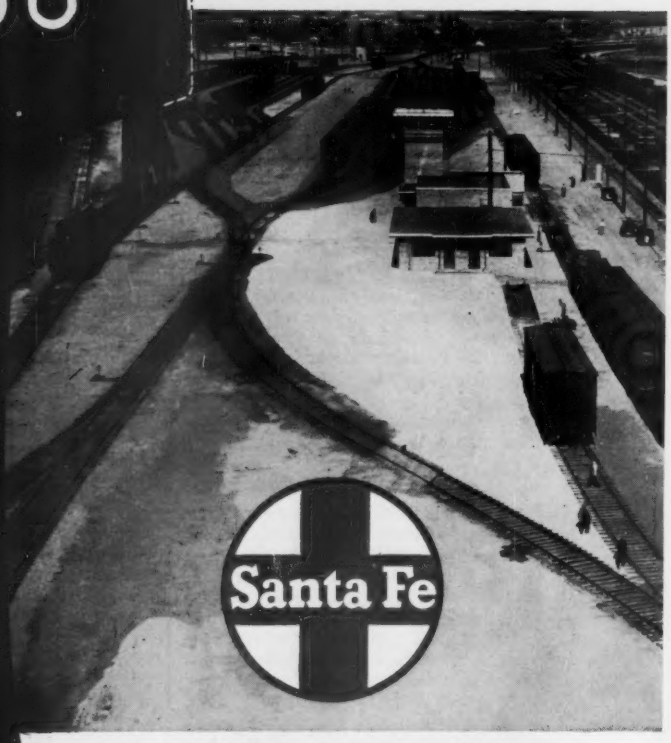
136 CF&I 1360 RAIL

Height		7-5/16"
Head	Depth	1-15/16"
	Width	2-15/16"

132RE

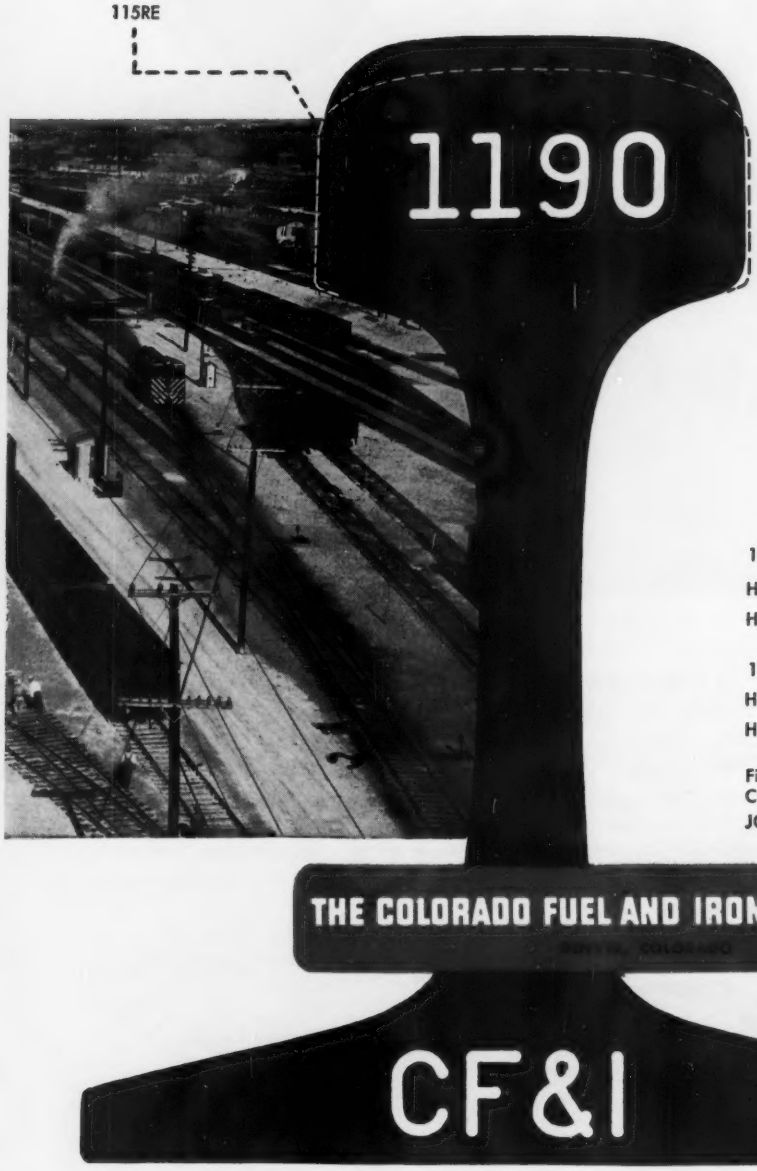
Height		7-1/8"
Head	Depth	1-3/4"
	Width	3"

Fishing and Base Dimensions of 136 CF&I and 132RE are identical.
JOINTS FOR 136 ALSO FIT 132RE.



New Hump Yard and modern terminal facilities serving the fast growing city of Pueblo, Colorado, and expanding operations of CF&I's largest plant.

new RAIL SECTIONS



"America's New Railroad," ever alert to new processes, new methods, and improved means of achieving highest quality performance, to assure its freight and passenger traffic a smoother, safer, and better track structure, adopted as its standard the new CF&I 136 pound and 119 pound rail sections first produced at the Pueblo Rail Mill.

CF&I is proud to thus contribute to Santa Fe's record of continued betterment.

119 CF&I 1190 RAIL

Height		6-13/16"
Head	Depth	1-7/8"
	Width	2-21/32"

115RE

Height		6-5/8"
Head	Depth	1-11/16"
	Width	2-23/32"

Fishing and Base Dimensions of 119 · CF&I and 115RE are identical.
JOINTS FOR 119 ALSO FIT 115RE.

3324

NEW! contour HORIZONTAL TRANSPORTATION

ANOTHER OTIS FIRST! The Otis TRAV-O-LATOR is a modification of the world famous reversible Otis Escalator—another Otis first that was designed to move people, ***not materials!*** It's as easy to ride as an escalator. Its moving surface is an endless platform of metal escalator treads. It is smooth gliding for safe riding; cleated for safe traction; comb toothed for safe interlocking between treads and for safe stepping from moving treads to comb plates at entrance and exit points. In addition, it has the Otis escalator balustrades and handrails. All, long proven safety features.

There's practically no limit to the length, flexibility, or use of the TRAV-O-LATOR. Ask any of our 295 offices across the United States and Canada for details.

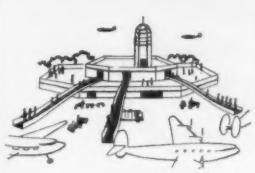
OTIS ELEVATOR COMPANY, 260 11th Avenue, New York 1, N. Y.

*Trade Mark

FIRST SAFE ELEVATOR, 1853 • FIRST ESCALATOR, 1900 • FIRST TRAV-O-LATOR, 1955

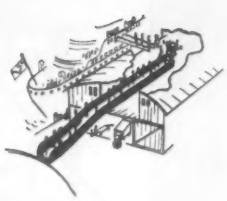
WITH THE Otis TRAV-O-LATOR*

TRAFFIC CROSSINGS

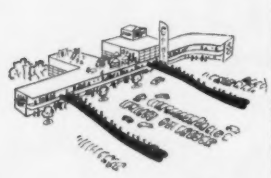


AIRPORTS

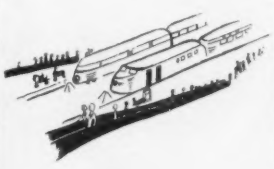
CITY CENTERS



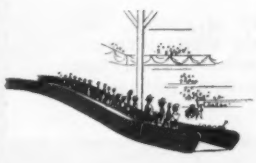
STEAMSHIP PIERS



SHOPPING CENTERS



RAILROAD STATIONS



SPORT STADIUMS

SCHOOLS

STOPPERS — THEN AND NOW. Inset shows first brake shoe testing machine, used by ABSCO in 1902. Photo shows dynamometer presently in use.

BETTER RAILROADING NEEDS BETTER STOPS

Better railroading is everywhere—in automatic traffic control, closed-circuit television, electronic humping, mechanized maintenance—but above all in speed. Speed in every operation, and all operations designed to move cars faster.

Higher speeds and better stops are inseparable—now, as in 1902, when Brake Shoe first took braking materials into the research laboratory. Out of that laboratory have come the materials used for braking in all types of transportation and industry—irons, compositions, powdered metals, and combinations.

But nothing has been recommended at the expense of *dependability*.

Today's most dependable shoe—the Diamond "S"—is the standard for our continent. Next year's shoe is in service test today. The shoe of the future is in the laboratory now.

Railroads will always get better stops from our laboratory—and always with *dependability*.

AMERICAN Brake Shoe COMPANY

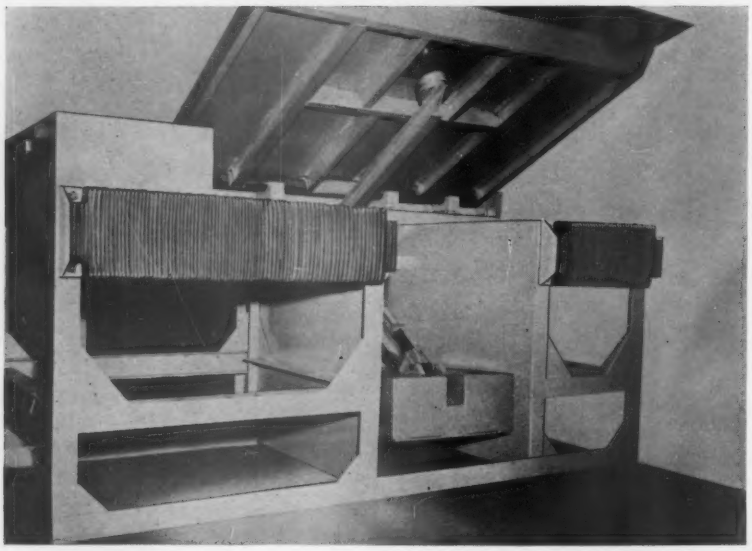
BRAKE SHOE AND CASTINGS DIVISION

2921

What's New in Products

Shipping Container

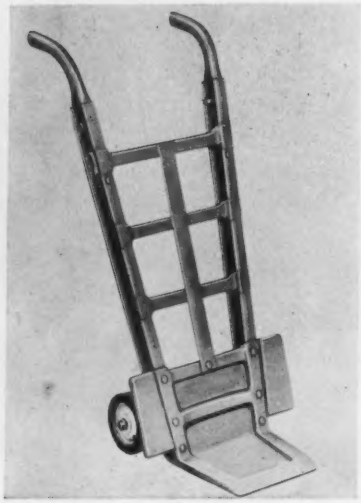
The Band-Box is a reusable steel container which can be knocked down when not in use. It has a stamped steel pallet base with sides and top that can be set up in a short time by fitting the components together and holding the sides with conventional steel strapping. The stamped bottom permits handling with lift trucks, and the boxes can be stacked in tiers. Knocked down, all parts are said to be easily nested for storing and shipping. *Ackerman Manufacturing Company, Wheeling, W. Va.* •



Rubber Dock Bumper

A new rubber dock bumper can be mounted on new or existing docks to create a shock-absorbing buffer against truck impact.

The new units have facings of rugged, scrub proof, abrasive resistant rubber, securely mounted edgewise in welded steel frames. End brackets of these frames are designed so they present a full bumper surface. Installation is said to be easy and cost-free. The rubber facing provides enough spring reflex to compensate for the up and down motion of a truck. *Karl A. Herman Company, 412 Fuller, N.E., Grand Rapids 3, Mich.* •



Redesigned Two-Wheel Hand Trucks

The American Pulley Company has announced an important design refinement on 17 sizes and models of its all-steel two-wheel hand trucks for handling such products as boxes, barrels and bags. These trucks, heretofore of bolted construction, will now be manufactured as complete welded units, thus forming smoother, more rigid trucks.

Wheel sizes and axle locations have been changed in some models, providing better balanced, easier-rolling trucks, and making it possible to "break" loaded trucks with little effort.

In addition, these trucks are now equipped with smooth, sturdy pressed-steel noses for greater strength with less weight. The manufacturer emphasizes that the redesigned trucks do not make obsolete any American trucks now in the field or in distributor stocks. The design refinement retains all basic features of the American line. *American Pulley Company, 4200 Wissahickon ave., Philadelphia 29* •

Safety Spectacles

Optilite when used in safety spectacle lenses is said to give more comfort, better appearance, and greater protection than safety glass lenses. Optilite is a lightweight, transparent lens material of compounded resins. Weighing only half as much as safety glass, this material is said to have twice the strength of the same thickness of safety glass. Reportedly in a series of tests the material underwent high impacts without shattering. *United States Safety Service Company, Kansas City 6, Mo.* •

Who Is to Judge Transportation Issues?

It is the strategy, apparently, of the professionals who speak for the truckers to interpret their attack on the Cabinet Committee Report on Transportation as a fight between truckers and railroads. Actually, of course, the attack is aimed at the Administration, and at other public spirited citizens who are trying to take some of the chaos out of transportation—not for the benefit of the transportation industry, but for that of the public which pays the bills.

In attacking the Cabinet Committee's recommendations, these spokesmen for the truckers are not unduly concerned with the accuracy of their statements. For example, the "Regular Common Carrier Conference, ATA" issued a news release dated Miami, Fla., August 9, reading in part as follows:

"Railroads of the United States could invade other major fields of transport at will, if a provision of the Cabinet Committee on Transportation were enacted into law, according to Robert J. McBride, general manager, Regular Common Carrier Conference, of Washington. 'With the bars down, with no legal hindrance in the way, railroads could engage in unrestricted trucking operations whenever and wherever they wished,' he told the Greater Miami Traffic Club as guest speaker on 'Motor Carrier Night.'

"Thus in competition with their own or other railroads, he said, 'they could engage in highway, waterways, freight forwarder operations—and perhaps just a step around the corner—take over air line operations. This would be the beginning of the end of the independent transportation industries.'

"The Washington spokesman for the three billion dollar highway common carrier industry told the traffic and transportation audience that every component of the trucking industry is opposed to the Cabinet Committee Report."

The statement that the report proposes to extend to the railroads the right to engage freely in other forms of transportation is, of course, completely false. The fact is that the neglect of the Cabinet Committee to include such a recommendation is a grave disappointment to many railroad men. It is also disappointing to this paper—which has repeatedly pointed out the public advantage to be derived from "department stores of transportation"—companies offering service by rail, highway, water, or air.

The Cabinet Committee's report is being misrepresented as a "pro-railroad" document. Actually, the report gives the railroads more just cause for complaint than it does the common-carrier truckers. But the railroads have observed the rules of responsible behavior in a matter of public policy to the point where their abstention from criticism is being used to lend plausibility to the false charge that the report is "pro-railroad."

The report has several serious shortcomings from the standpoint of the railroads. Its failure to accord the railroads the right to provide "department store transportation" has already been mentioned. Another shortcoming is the report's recommendation that the ICC be authorized to fix maximum rates at the full cost of service "exclusive of losses from other services." (If this provision were to become law, the railroads would have no means of compensating for red-ink services they are not permitted to discontinue.) Still another serious fault of the report, from the railroad standpoint, is its failure to make any recommendation whatever that the federal government be recompensed adequately for the commercial use of government property (highways, waterways, airways).

However, the Cabinet Committee was not instituted for the purpose of satisfying the desires of the carriers, whether railroads or truckers. Rather, its job was to review the whole transportation situation and make those recommendations about it most urgently needed *in the public interest*. If the Cabinet Committee report had been written to the railroads' prescription, it would read far differently from the way it now reads.

The recommendation of the report giving common carriers greater freedom in rate-making is the provision, apparently, which the truckers most dislike. If this recommendation were adopted the end result should be, not necessarily a net loss of traffic by the trucks, but, rather, a readjustment of traffic as between truck and rail, encouraging each agency to concentrate on the traffic it is best fitted to handle. The long-run net result of such an adjustment should be greater economy in transportation as a whole. Hence it should eventually strengthen all forms of transportation, trucking as well as railroads.

But these truck people seem to be in no mood to look for a reasonable or objective solution to this problem. The magazine "Business Week" recently reported:

"Truckers, flushed from victory in their battle against plans to raise new taxes for highway construction, squared off this week to fight the railroads over government transportation policy. The scrap is over recommendations of the Cabinet Committee on Transportation headed by Commerce Secy. Sinclair Weeks."

There is evidently only one verdict on transportation issues that the spokesmen for organized trucking will accept—and that is one they themselves will dictate.

This NP Yard at Pasco Has . . .

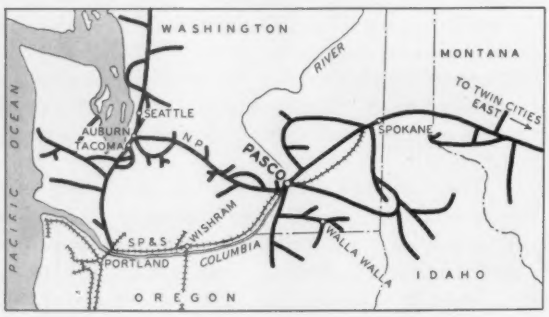
- Automatic Switching
- Automatic Retarder Control
- Six Radio Channels
- Multiple Two-Way Speakers

At Pasco, Wash., the Northern Pacific's new retarder classification yard has a capacity of 4,700 cars. It consists essentially of an 8-track receiving yard, a 5-group, 47-track classification yard, and a 6-track departure yard, Other facilities include trackage for car storage, wheat inspection, icing, and car repair and cleaning. The new yard, constructed on 260 acres of land, is adjacent to, and east of the old yard, which has been removed, making the area available for industrial development.

Why Choose Pasco?

Pasco is in southeastern Washington in the Columbia River basin, and was chosen for the site of the new yard for three major reasons: (1) It is a point of concentration for eastbound freight from northwest ports of the Pacific coast and the agricultural areas of the state of Washington, particularly the Columbia River valley; (2) Pasco is a point of concentration for westbound freight to be distributed to the entire state of Washington and Pacific coast ports; and (3) it is a point of interchange between the Northern Pacific and the Spokane, Portland & Seattle.

Economies in operation, reduction of switching at Pasco and other terminals, and an average reduction in the transit time of freight of two hours, are the major benefits derived from the new yard operation. Eastbound cars from Auburn, Wash. (Tacoma and Seattle) on the NP and from Wishram, Wash., and Portland, Ore., on the SP&S, are now assembled (without classifying) into trains for movement to Pasco. There they are classified for eastern points on the NP and connections. Previously,



Auburn, Wishram and Portland classified cars for eastern destinations. The time required for this switching, and for waiting for tonnage at Auburn and Wishram, is saved.

Westbound cars are now blocked at Pasco for cities in Washington, including Seattle, Tacoma and intermediate points, also branch lines north, south and west of Tacoma and Seattle on the NP, as well as for Portland and intermediate points on the SP&S. Formerly, eastbound cars from Portland were blocked at Wishram by the SP&S, and the Seattle and Tacoma cars were blocked at Auburn by the NP. Pasco also blocks cars for the various branch line towns on the NP in the Walla Walla, Yakima and Columbia River valleys in central and eastern Washington.

Space for New Yard Limited

Established boundaries confine the new yard to a 260-acre rectangle, the length being determined by the ice house on the west, and by a highway overpass and a 0.9 per cent ascending grade on the east; the width being determined by federal and county highways. The 1,400-car classification yard is at the east end of the rectangle. The 1,090-car receiving yard is along the north side of the yard area just south of the main line that was relocated to bypass the yard. The 910-car departure yard is between the receiving yard and a 10-track, 825-car storage yard. This yard is used primarily for storage of empty grain and refrigerator cars to handle heavy wheat shipments around May 1, and the heavy fruit and vegetable shipments during the summer.

Because Pasco is a wheat inspection point, six tracks totaling 300 cars were constructed for this purpose as part of the new yard. Also in the new yard are car washing tracks totaling 150 cars, two 100-car icing tracks, stock car cleaning tracks and car repair facilities. Because of the limited space in the yard, hand-throw double-slip switches were installed on a yard switching lead running from the west end of the classification yard to the storage tracks. One-hundred sixty-eight hand-throw switches are equipped with electric switch lamps.

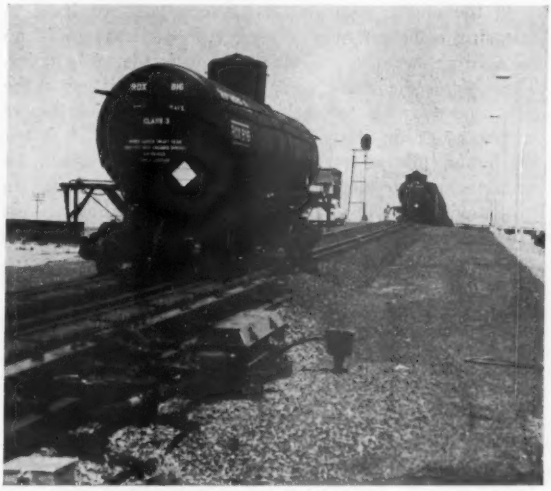
Automation in Humping

After an inbound freight train has been checked by clerks using walkie-talkies, a switch list is prepared and copies are "tubed" to the yardmaster, retarder operator and hump operator. When humping operations are to begin, the hump operator raises a key which causes an alarm siren to emit an undulating tone (warble) on the high-level paging speakers for about 30 sec. (When humping operations have stopped, a steady siren tone is sounded.) The hump operator calls the hump engineman by radio to tell him classification is about to begin, but the engineman does not begin "shoving" cars over the hump until the operator has cleared the hump signals to the green aspect, Hump Fast.

A self-restoring dragging equipment detector is located on the hump lead in approach to the crest of the hump. Operation of the detector automatically sets the hump signals to Stop (red aspect) and sounds a warning buzzer in the hump operator's office.

As the cars approach the crest of the hump, the hump operator presses a button numbered for the classification track to which a car or cut of cars is to be routed. Thus he initiates controls which automatically position the classification track switches ahead of the cut as it proceeds over the hump and down through the yard to its classification track.

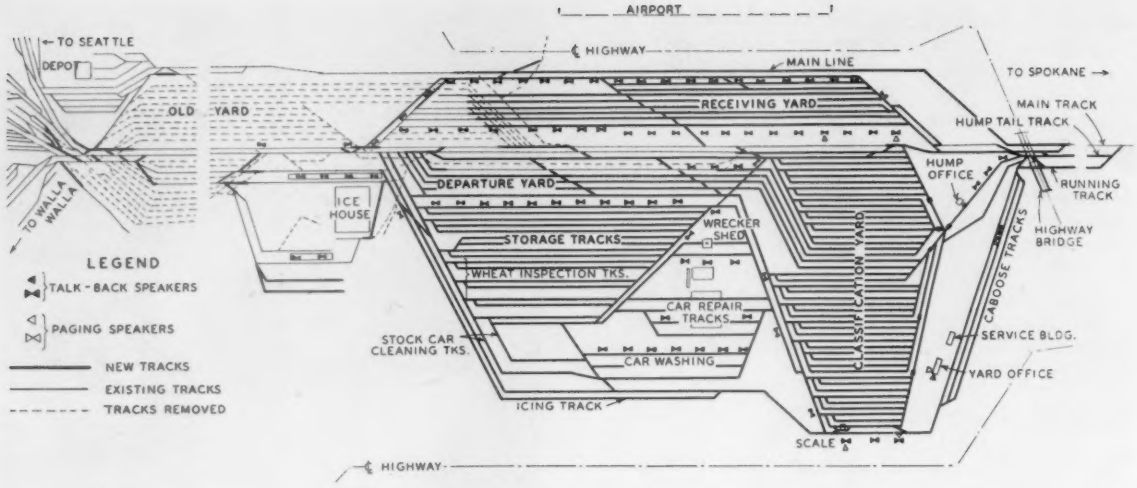
HUMP OPERATOR initiates automatic switching controls by pressing a button numbered for the classification track to which a cut is to be routed.



MASTER RETARDER is controlled automatically to release each cut at a pre-selected speed.

Automatic Retarder Control

As each car or cut of cars approaches the master retarder and the group retarders, it passes over an automatic weight detector which registers the weight of the car or cut as light, medium or heavy. The weight detectors, in conjunction with short track circuits of suitable lengths in advance of each group retarder, function to distinguish between cuts of single cars and those of two or more cars. Simultaneously, as the car approaches the retarder, an ultra-high frequency (radar-type) speed detector unit in the first 49.5-ft section continuously measures the speed of the approaching car or cut of cars.



Each retarder has two 49.5-ft sections, each equipped with an ultra-high frequency speed detector unit.

At the master retarder, the system confines itself to releasing each cut at a pre-selected speed; there is no rollability or route resistance correction at this point. The system's electronic computer enters the picture at the group retarder. By comparing the speed at which the cut enters the group retarder with the speed at which it left the hump (master retarder), the computer, in effect, determines the acceleration of the car over the known gradient and distance, and hence the car rollability. This information is then used, in connection with route information obtained from the automatic switching circuits, to compute the release speed from the group retarder for safe coupling on the designated classification track.

The retarder operator, whose office is on the fourth floor of the yard office tower, has a retarder control machine for manual supervisory control of the retarders. Normally they will be on automatic control, but under unusual operating conditions he may manually control each retarder. Also for use when testing, or for engine movements, he has manual control of each classification track switch.

Yard air is available for cleaning, greasing and blowing out the retarders and switches. The air lines run between the five groups of retarders, and the maintainer has a 100-ft hose for cleaning, enabling him to reach all retarders and classification track switches.

The signaling equipment for the interlocking at the yard entrances, the automatic switching and retarder controls, retarders, classification track switches, relays and control equipment for the yard, were furnished by the General Railway Signal Company. Signal wire and cable in the yard and the interlockings were furnished by the Kerite Company and the Simplex Wire & Cable Co.

Word Really Gets Around

Communications at Pasco yard consist of three basic systems: (1) paging and "intercom" for general communications throughout the yard area; (2) radio for general communications between yard and telegraph offices and mobile equipment (yard and road engines) and for the car checking system; and (3) the usual railroad telephone, telegraph and Teletype circuits for the dispatching of trains and handling of the large volume of message and form traffic.

There are multiple two-way speakers for group paging in the receiving, departure, classification, car repair, car cleaning and car icing area. The yardmaster pages over these speakers in groups of three to five. The man called answers by going to the nearest talk-back and pushing the signal button (converting the speaker to normal two-way operation) and proceeds to talk. The yardmaster may also page over the high-level paging system speakers in the retarder, classification and caboose track area. This high-level paging may also be used by the hump and retarder operators.

The yardmaster also has "after-hour" control of the car foreman's two-way speakers, paging system in the wheel track, cleaning track, car shed and rip track areas. During the day, the car foreman uses these two-way speakers in the normal manner, or he may page over them in groups. Two-way talk-back speakers along the hump lead are used by the hump operator and the pin puller, calls being initiated by either person.

Double-trunk "intercom" circuits connect the yardmaster, retarder operator and hump operator. All three can talk together on Line 1, or the yardmaster can lock himself out but still be available for instant call on Line 2. Communications will then be conducted on Line 1.

Communications Consoles

All circuits to the yardmaster, general yardmaster and chief clerk terminate in communications consoles on their desks. Voice circuits and Morse telegraph circuits in the yard telegraph office terminate in a console with key switches for switching Morse circuits into the operator's resonator. The yardmaster's console has three loudspeakers mounted in the console and five speakers mounted above the desk on the wall. The use of multiple speakers enables the yardmaster to hear calls from various locations simultaneously.

Communications wire and cable were furnished by the Ansonia Wire & Cable Co. and the Simplex Wire & Cable Co. All communications equipment such as consoles,

speakers and amplifiers, was furnished by the R. W. Neill Company.

The yard and crest (hump) offices are served by a 3-in. pneumatic tube system for handling switch lists between the yardmaster's office on the fifth floor of the yard office tower and the crest office.

Six Radio Channels

While four radio channels are already authorized by the FCC, there will eventually be six channels: hump, trimmer, point-to-train, end-to-end, and two for yard car checking. All yard locomotives are equipped with dual-channel radio equipment, for switching from hump to trimmer frequency. The hump radio station is at the crest office, and the yard radio base station is at the yard office.

If the radio at the hump or the radio at the yard office fails, the hump operator (with the permission of the yardmaster), can transfer his operation to the yard radio base station; or the yardmaster can transfer his radio operation to the hump radio base station.

Car checking radio utilizes two frequencies so clerks in the receiving and departure yards can check cars simultaneously. Each clerk carries a dual-channel, dry-battery walkie-talkie. The car checking base station is at the yard office, and the remote control circuits are terminated in consoles on clerks' desks, and also into Dictaphones for recording and car checking information. All radio equipment (yard locomotives and base stations) was furnished by the Bendix Radio Division of Bendix Aviation Corporation.

Car Repair at Pasco

New car repair facilities constructed include a 75- by 500-ft car repair shed with three tracks; and car repair buildings, such as an office, lunch and locker room, tool room, air brake room, compressor room, paint room, tin shop, boiler room, blacksmith shop, journal packing room, mill building, storehouse and lumber storage building.

The car repair building has a steel frame with steel roof trusses, and is open on the ends and the south side. Three tracks run through the building, each centered on a 13-ft reinforced concrete jacking slab 10 in. thick, with 6 in. slabs 18 ft wide between jacking slabs. The primary purpose of this facility is to repair bad order cars, hence no overhead crane was installed. A fork-lift truck is used to handle parts and wheels from the six wheel storage tracks adjacent to the end of the repair shed.

North of the car repair shed is a 24- by 160-ft prefabricated steel wrecker shed over a yard track. This building, with doors at each end, will house two wreckers. A load adjuster was installed on a yard track to permit "shoving" lumber back on a flat car. A 480-cfm capacity air compressor supplies the yard air line for testing air brakes, for cleaning and greasing the retarders and for the air tools at the car repair shed.

A 72-ft, 200-ton per section, Fairbanks-Morse conventional beam truck scale was installed on classification track 47, 840 ft beyond clearance. A power crossover at the clearance point connects track 47 to a running track and provides an entrance to the scale, thus permitting car weighing to be done independently of humping operations.

YARD COMMUNICATIONS, including paging and "intercom" circuits and radio, terminate in yardmaster's console.

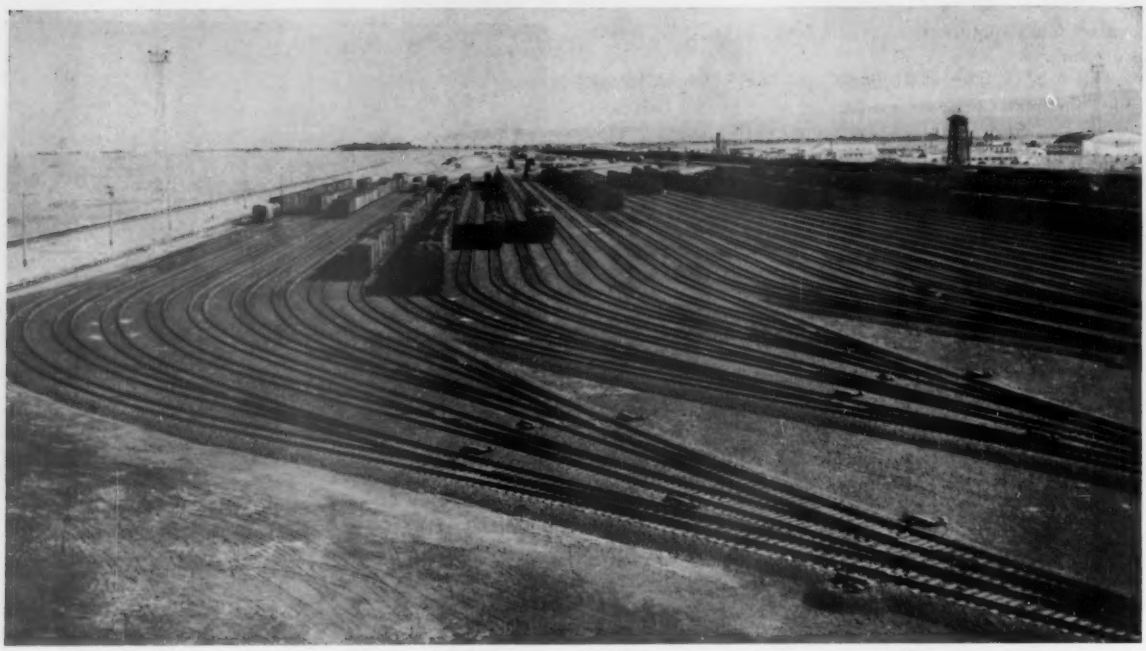
Buildings at the east end of the yard include the brick yard office with a five-story tower, a tile service building with lunch and locker rooms for trainmen, and the brick office at the hump crest. Interior walls of the crest and yard office buildings are light-yellow salt-glazed building tile. The interior of the service building is conventional plaster finish. Ceilings are of Armstrong cushiontone acoustical material. The floors are covered with Matico asphalt tile.

Aluminum window sash were used throughout the crest and yard office buildings. Glass block windows with aluminum ventilators were used in the service building. Thermopane tinted glass was installed in the offices of the yardmaster, retarder operator and hump operator. Individual room air conditioners are installed in these offices, and in other offices and equipment rooms of the yard office and service buildings. All three buildings have fluorescent lighting, with individual dimming controls in the offices of the yardmaster, retarder operator and hump operator.

The yard office tower is limited to 55-ft in height because of clearance requirements for the airport north of the yard. The tower is in the glide pattern of airplanes approaching the airport runway. Special red warning lights in accordance with CAA regulations are mounted on top of the tower. Floodlight projectors using a total of 19 kw are installed on canopies on three sides of the yard office tower. Eight steel floodlight towers provide a total of 90 kw of floodlight projector lighting with group control in the yardmaster's office on the fifth floor of the yard office tower. Mercury vapor lighting was installed over the hump.

Fire Extinguishing System

A carbon dioxide fire extinguishing system was installed in the signal relay room and power room in the basement of the yard office. A thermal unit in the extinguisher head melts at 135 deg F, releasing carbon dioxide snow. Actuation of the system will also cause a



PIT RUN GRAVEL was spread over the entire yard area to a depth of 2 in. after grading was completed.

buzzer to sound and an indication lamp to light on the yardmaster's communication console. Similar fire warnings are incorporated in the hump office control machine. A similar carbon dioxide system in the basement of the hump office protects relays in that office.

Ten Months to Build

Grading for the new $5.5 million Pasco yard was begun August 16, 1954, and the yard was dedicated on June 21, 1955. The top soil is volcanic ash of varying depth, and below that is volcanic ash mixed with hardpan. Grading and construction of buildings were done by contractors, including a reinforced concrete pedestrian underpass to the crest office under the hump, sewers (septic tanks and cesspools), water lines and fire hydrants, plumbing, heating, electrical work, etc. Railroad forces installed the retarders, switches, signaling and communications systems and equipment. The track work was done by railroad forces, and bridge and building department employees built the car repair shed and all the miscellaneous buildings in the car repair area, the foundations for floodlight towers and the road crossings in the classification yard area, and the water and air distribution system. Three buses were used to carry men to and from work, the east end of the yard being about 5 miles from Pasco. The railroad had 235 men in track construction work, 10 men on communications work, 13 men on electrical work, 26 men doing signal work and 55 bridge and building department men working on the new construction.

Completely Mechanized Track Work

Tractor-drawn scrapers were used for handling the 400,000 yards of grading. The contractor wet the dirt prior to moving it. This wetting not only provided compaction of fills, but kept the dust down. The land is gently rolling with a 0.9 per cent grade ascending eastward on the hump tail track. Only a 5-ft fill was needed to build the hump. A 2-in. blanket of pit run gravel was spread by Euclid patrols over the entire yard, after grading was completed, to keep the volcanic ash from drifting. Crushed rock ballast was used under the hump and the classification tracks, the remainder of the yard being gravel ballast.

The 235 men who did the track work had a complete assortment of power tools, including Nordberg power jacks, spike drivers, and bolt tighteners, a Nordberg Trakliner, and two Pullman-Standard and two Jackson production tie tampers. They used a Burro crane for spreading ballast and laying rail. A Pettibone-Mulliken Speed Swing loader with a fork-lift attachment was used to load the ties from the old yard into gondolas for movement to the new storage yard tracks. The loader when equipped with a bucket was used for spreading ballast and pit run gravel in the parking area (near the office) and to build up the beams near the retarders. Track forces also used a Converto dump with a hydraulic lift on a push car for hauling dirt, ties and material. Signal and communications cable trenches were dug with a back-hoe shovel at the rate of 700 ft per day.

New 115-lb rail was laid on the newly located main line (north of the yard) and also over the hump and to clearance on the classification tracks. The classification track rail beyond clearance is 100 lb and the remainder of the yard is 112- to 90-lb good second-hand rail.

Overall engineering and construction of the new yard was under the jurisdiction of H. R. Peterson, chief engineer, Northern Pacific, with R. W. Humphreys, assistant engineer, directing work in the field. Signal work was planned and installed under the jurisdiction of A. J. Hendry, signal engineer. The communications system was planned and installed under the direction of D. C. Hill, superintendent of communications, and his staff.

OUT goes the old . . .

IN comes the new, as . . .

NH Launches Welded Rail Program

Part of an intensive overall improvement program, New York-to-Boston welded-rail project supplements lightweight trains and modernized signaling in plans to improve service in face of severe competition

Continuous welded rail made its debut on the New Haven July 21 in a big way—with the traditional driving of a golden spike and a four-car exhibition train for the press, guests, and officers of the road. As President Patrick B. McGinnis drove the first spike down on the initial 1,560-ft length of continuous rail, the New Haven embarked upon a welded rail-laying program slated to continue for the next five years—ultimately smoothing the road's double-track main line from Boston to New York with 100,000 tons of 140-lb continuous rail.

Heaviest Rail on the Railroad

"This is the first major program of welded rail on any railroad in the East," Mr. McGinnis declared, "and this 140-lb rail is the heaviest the New Haven has ever laid."

Some 20,000 tons of the heavy rail are being laid this year from a point just east of New Haven, Conn., to Kingston, R.I.—about 81 miles. The lengths of welded rail—butt-welded by the Oxweld process in a double "assembly line"—are transported in 40-car trains on flat cars which have been especially equipped with rollers. At the site, one end of a string of rail is anchored to the ground and the train is pulled out from beneath it.

Mr. McGinnis pointed out that next year's program will incorporate rails welded by the comparatively new electric flash method, in addition to oxyacetylene-fabricated rail.

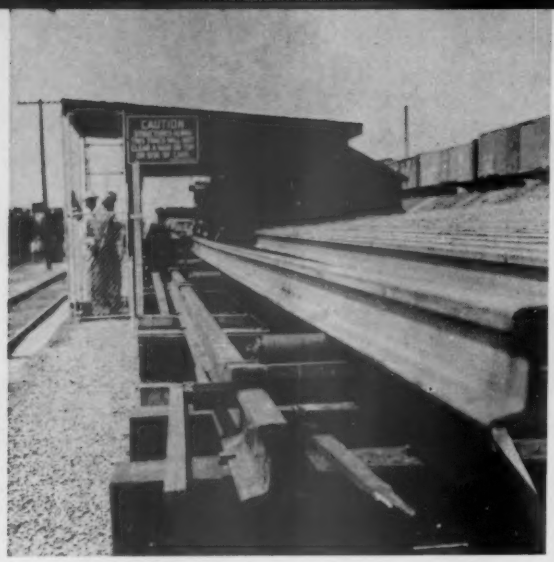
Much of the rail being replaced is of 132-lb section which, according to railroad officers, will be welded into continuous lengths and relaid elsewhere on the system—perhaps next year. Some of it is only five years old; this illustrates the New Haven's conviction of the maintenance economy of continuous welded rail.

STANDARD 39-ft lengths of rail are shuttled from stockpile to production line by this Pettibone Mulliken "Speed Swing" loader.

The rail-laying operation itself differs only slightly from the road's regular mechanized system, involving refinements needed in the standard organization to accommodate the long strings of rail. Bird tie pads are applied under the welded rail as they have been under all new rail on the New Haven for the past several years.

Approximately 150 men are employed in the rail-laying gang. From front to rear the lineup of track-laying machines includes:

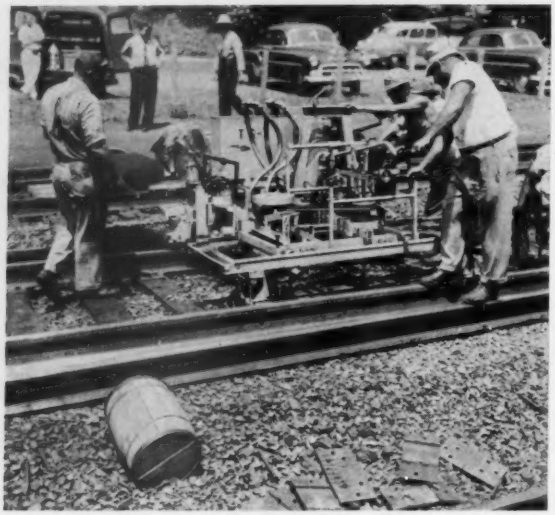
Power wrench removing nuts; crane swinging the welded string up and onto the tie ends; spike pullers;



FIRST STEP in continuous welding process involves trimming of rail ends; perfectly squared ends are a "must" for efficient welds.

BALLAST EXTRUDERS, removing "high" ballast from rail seat areas, are part of the highly mechanized 150-man gang engaged in laying the new continuous rail.

TIE PADS, manufactured by Bird & Son, are used under all tie plates. This practice has been in effect on the New Haven for several years.



NORDBERG GAGING MACHINE is used to secure tie plates at correct gage. Every fourth plate is anchored with a wooden plug before rail is placed.

crane throwing out the old rail; ballast extruders; adzers; creosote applicator; gaging machine; crane swinging new rail onto tie plates; tie drills; compressor with six pneumatic spike drivers; and a production tamper. At the tail end of the gang, behind the tamper, welders make field welds, rendering the rail continuous.

Highly Publicized

The New Haven took advantage of the occasion of the first laying of the new rail to foster its public relations. To provide newspaper, radio, TV and newsreel representatives and guests, including mayors of on-line towns, ample opportunity to observe the welding and rail-laying operations, the road equipped two flat cars with seats and canvas awning tops.

These plus two open flat cars for movie cameras and other equipment carried the spectators first to the welding site at Montowese, Conn., and thence to a side track at Branford to view the actual track-laying operation.

GOLDEN SPIKE was driven with mahogany-handled golden maul by President McGinnis.

Mr. McGinnis, in discussing the rail-laying program, pointed out that this is but one phase of the first part of an intensive program for rebuilding the New Haven and thereby combatting the ever-increasing competition from truckers and bus lines in the areas served by the road. The road already has announced the purchase of lightweight passenger trains (*Railway Age*, May 16, page 16, and April 4, page 8). The second part of the program will be a $22-million installation of CTC, microwave, automatic train stop, train identification, and related signaling and control equipment. This system will permit centralized control of all operations on the road between New York and Boston and New Haven and Spingfield, Mass., from one location. It is planned to have this system in complete operation within the next three years.

Officers of the railroad have disclosed that details of the installation have been submitted to the railroad by the Union Switch & Signal Division of Westinghouse Air Brake Company and are currently under study. It is understood the first phase of the program will go into operation between New Haven and Boston and New Haven and Springfield.

Spin Them Clean—It's Being Done

Centrifugal cleaning of diesel engine air and lubricant developed by two railroad suppliers is another approach to the filtering problem

Rotonamic and Seprifuge—new names and new concepts in removing dirt and other particles damaging to diesel engines—have now seen many thousands of miles of locomotive service. The Rotonamic air filter was developed by the Farr Company of Los Angeles. Its centrifugal cleaning action was designed to do the same job that can be done by the viscous-coated filters now standard on most diesel locomotives. More recently, the Electro-Motive Division of General Motors Corporation has been successful in the development of its Seprifuge, a centrifugal lubrication oil cleaner that can be installed in place of the standard lubricating oil filter housing used on EMD units.

Centrifugal separation is not new to locomotives. Many steam locomotives have been fitted with blow down separators which operate in the same way. Centrifugal separation depends on the heavy particles in a fluid stream being forced to the outside as the stream is spun at high velocity. These heavy particles are collected and the remainder of the stream passes on out of the separator.

The experience of the Santa Fe with the Rotonamic indicates that this filter has performed satisfactorily. A four-unit EMD passenger locomotive had one of its B units fitted with the Rotonamic filters and the other B unit equipped with standard 4-in. Farr filters in February 1953. This locomotive, No. 46, was quite new at the time and had run only 74,570 miles in passenger service, mainly between Chicago and Los Angeles.

Rotonamic Results

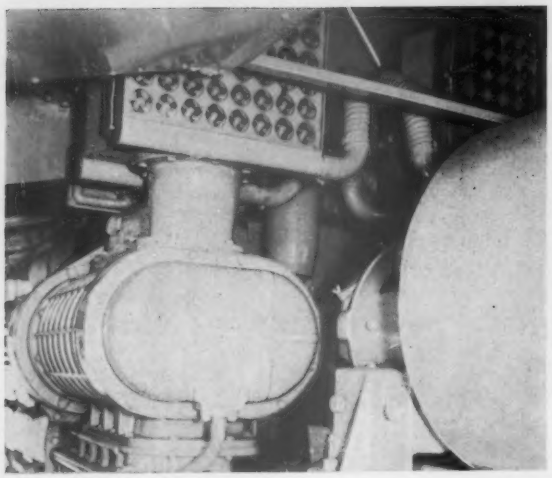
Nearly two years later, after operating 585,938 miles, the locomotive was brought in for heavy maintenance. During this time the regular Farr filters on the second B unit had been serviced every five or seven days and the new gel-structure oils had been used for oiling. Only at infrequent intervals had the Rotonamic filters been blown out with compressed air while the engine was operated in the Run 5 position. The same procedure was first used when the locomotive came into the shop for overhaul and this was followed by removing the filters and blowing them off on both sides with compressed air. The test showed that only two to four ounces of dirt were left in each filter after the regular blowing on the engine.

At times during its two years of service, this locomotive had operated through severe dust and sand storms. During the entire time, the Rotonamic filters had never been removed, and there was no indication of erosion of the filter parts by dust or corrosion. One set of measurements to rate filter performance was made on cylinder liners. During the period it had been necessary to renew some liners for reasons other than wear. Final results of engine wear were then reported only on the liners which operated the total mileage. There were 14 of these on the Rotonamic-equipped unit and 11 on the standard Farr-equipped unit. The diesel engines on both of these B units were reported to be in excellent condition, and the Rotonamic filters were rated as effective as the standard filters.

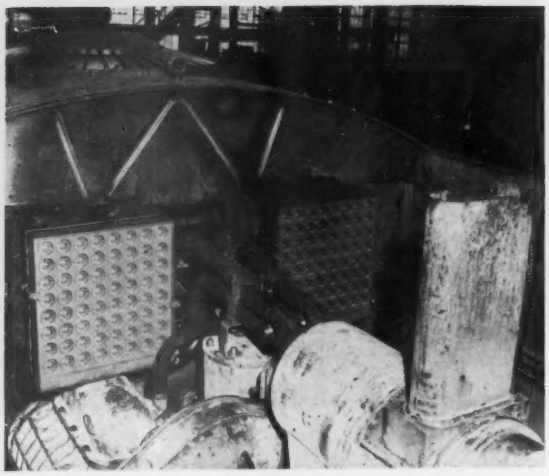
Seprifuge Oil Cleaning

Last year Electro-Motive developed its Seprifuge. This centrifugal oil cleaner is much smaller than any such previously developed device having both the capacity and size for locomotive service. The present model is driven by the a-c power system of the EMD locomotives, which makes its rotative speed increase directly with the speed of the diesel engine. Dirt particles are spun into collection chambers where they are held in the resins developed by normal breakdown of engine lubricant. From this sticky accumulation, dirt cannot return to the oil even when the engine is shut down. Additives have about the same specific gravity as the lubricating oil and are not removed by this separator. Tests on engines using straight mineral oils showed that the Seprifuge had to be cleaned more frequently. EMD attributes this to the more rapid breakdown of such oils.

Available from EMD is a small hand truck equipped with a cleaning machine for servicing the Seprifuge. This is done by opening it and removing the accumulation from the collection chambers. It is reported that Seprifuges have operated as long as two months between cleanings. Lubricating oil on Seprifuge-equipped engines is somewhat darker than that cleaned by standard filters because small amounts of amorphous carbon formed dur-



DIRT SPUN OUT of the air streams entering the engine blowers on this Santa Fe F7 unit drops to the bins at the bottom of the Rotonamic filter housings to be continuously removed by . . .



ASPIRATING ACTION through flexible connections to the end of the front exhaust manifold and discharged with the engine exhaust. Removal of roof hatch in the shop permitted taking this view.

ing the burning of the fuel are not removed. The detergent oils do keep this carbon finely dispersed and analysis shows it to overage 0.1 to 0.2 per cent. The initial tests with this device were run on a highway truck and it was found that the largest uncollected particles of any type had a size from 0.0002 to 0.0003 in. Electro-Motive is now using the Seprifuge to clean the oil during break-in runs of all its newly built engines after they are completed at LaGrange.

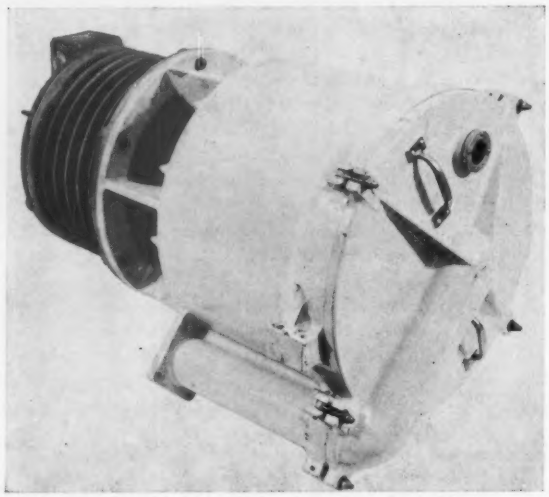
Over a million miles of test service have been run with locomotives using Seprifuges. Currently there are 14 tests on 12 different railroads, most of them in freight service on dual service units. Six months and 130,000 miles on one unit showed little additional build-up around liner ports. In another test, Seprifuge and standard units on three railroads were operated under identical conditions in similar services. After over 100,000 miles of comparative operation there was no appreciable difference in the analysis of the oils handled by the two different types of cleaning equipment.

THE SANTA FE'S EXPERIENCE

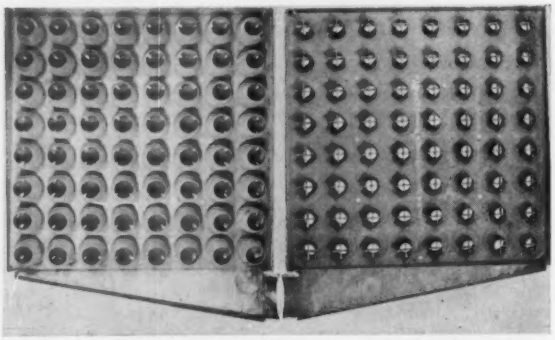
ENGINE WEAR MEASUREMENTS—EMD Passenger B-Units

All measurements in inches
(Liner measurements taken parallel and transverse to crankshaft)

	Rotonamic Filter		*Standard Filter*	
Ring gap (New ring limits from 0.025 to 0.055-in.; condemning limit 0.200-in.)	0.0966		0.0755	
Ring to land clearance (New assembly from 0.004 to 0.008-in.; condemning limit 0.014-in.)	0.0108		0.0103	
Average liner wear from liners in same position on both engines	0.0067		0.0068	
Average overall wear in all of liners (Increase from nominal 8.500-in. new bore)	0.0066		0.0066	
Average liner wear in all of liners at specific locations:	Parallel	Transverse	Parallel	Transverse
Top	0.0101	0.0113	0.0079	0.0076
6-in. below top	0.0095	0.0100	0.0088	0.0126
6-in. above bottom	0.0031	0.0033	0.0035	0.0033
Bottom	0.0027	0.0027	0.0041	0.0029



SEPRIFUGE assembled for application to the locomotive is 6-in. shorter than the oil filter housing it replaces, and it fits into the same space on the equipment rack. Original piping also fits.



ROTONAMIC FILTER cut in half after a year's locomotive service showed that almost no dirt accumulated and that the arrangement is self-cleaning.

WITHOUT ON-LINE INDUSTRIES, the 30-mile Roscoe, Snyder & Pacific lives by benefiting its connections, meeting its shippers' individual needs, and by plenty of salesmanship. That's why President Don Wooten says . . .

"We Don't Get Traffic by Accident"

Enlarge the sales staff, pay them a relatively low salary but add a generous bonus from earnings, give every shipment personalized passing service — such are the ingredients of this unusual short line's success formula

You'll find little evidence of on-line industry along the Roscoe, Snyder & Pacific.

Within the 30 miles that separate its two small terminal cities—Roscoe and Snyder—there are but three tiny communities capable at best of producing an almost negligible amount of traffic. The railroad is paralleled all the way by a broad U.S. highway and (at a varying distance) by one of its two railroad connections—the Panhandle & Santa Fe. Its other connection—with the main line of the Texas & Pacific at Roscoe—is duplicated by the P&SF just eight miles to the east at Sweetwater.

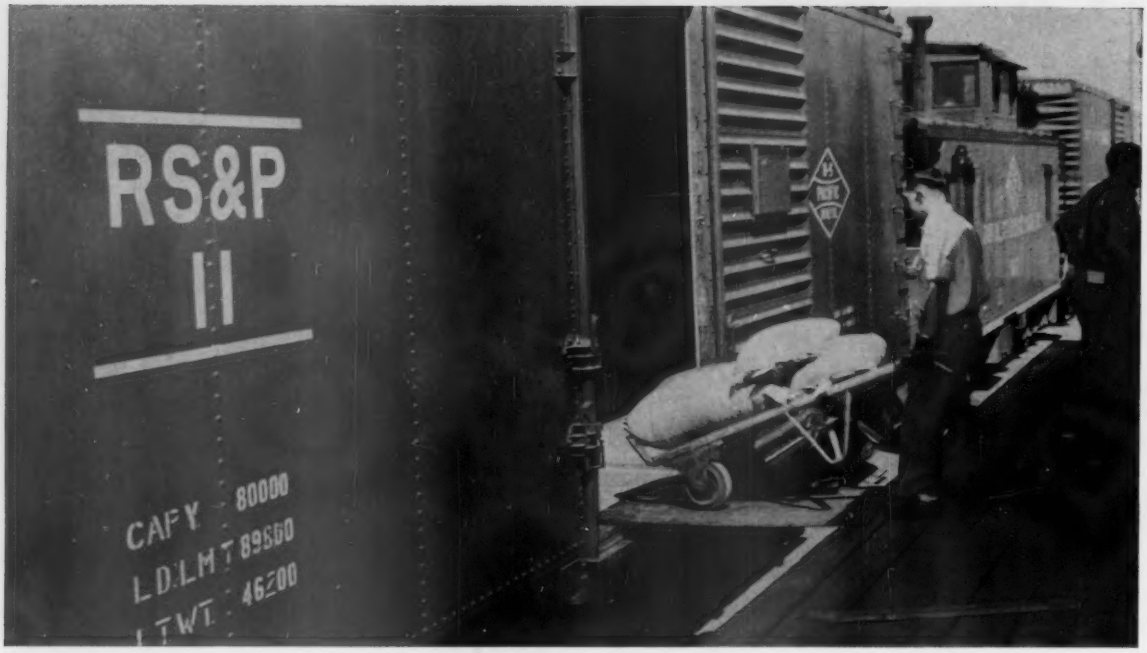
Despite the apparent paucity of traffic potential, the RS&P is doing very nicely. As its youthful president and general manager, Don Wooten, will tell you: "During the past few years, we have been able to buy two brand new diesel locomotives, relay 22 miles of line with heavier rail, provide our growing family of employees with a good livelihood, pay our bills and taxes promptly, and give our stockholders a very nice return on their investment."

Because it is dependent almost entirely upon bridge traffic, the short line must not only provide an acceptable and dependable service, but it must provide some "plus" services in order to make its gateway attractive. A good part of the company's success in this direction can be summed up in the word "salesmanship" and the road's approach to traffic work.

For its size, the RS&P has a phenomenal traffic sales staff— 18 full-time representatives, in cities as scattered as Atlanta, Fresno, St. Louis, Washington, Los Angeles, San Francisco, Memphis, Birmingham, Dallas, Fort Worth, Jacksonville, Charlotte, and Snyder. That's more than one agent for every two miles of line, but it's sound business as far as RS&P management is concerned.

Contrary to popular belief, the RS&P does not make its living by "shorthauling" the major carriers with which it connects. It is, in fact, a working partner of

"... The sales staff accounts for 18 of the 68 employees on the RS&P payroll. These men work on a basis more akin to industrial selling ..."



LCL SHIPMENTS are handled in this reconditioned box car bought expressly for this service. Visible behind is the company's new steel caboose.

both the T&P and the Santa Fe system (of which the P&SF is a subsidiary). They have found the Texas short line a valuable ally, recognizing that its extensive sales staff has brought them a lot of traffic—long haul traffic—which they might not otherwise have handled. And they appreciate the unusually complete passing report service which the RS&P affords their shippers.

Perishables Schedules

What the RS&P provides is a quick interchange service between the best time freights of the T&P (trains 56 and 65) and symbol freights of the Santa Fe (CTX, DTX and GFX) so that very acceptable perishables schedules can be maintained between California coast points on the Santa Fe and points beyond the New Orleans gateway in the Southeast. First T&P 65, for example, moves westward from Fort Worth directly to Roscoe. The short line makes an immediate connection and moves the cars to Snyder where a close connection is made with the Santa Fe. A fifth-day service is thus provided from Memphis and New Orleans to Los Angeles.

For many years a modest volume of perishables moved via this route both east and westbound. The company has long provided icing facilities at Snyder through an arrangement with a local ice company conveniently located on the line. The Santa Fe keeps the RS&P's Snyder office informed of icing requirements of eastbound traffic and an icing crew is ready to handle the cars as soon as the Santa Fe train arrives.

During the past few years, however, the RS&P has gone out after other types of traffic with considerable success.

To understand why its perishables traffic came first, and to understand what the road's management is doing today, a quick look at the road's history is helpful.

Incorporated in 1906, the RS&P was planned to extend from Roscoe through Snyder to the New Mexico state line. It was actually built some distance beyond Snyder (but a long way short of the state border) and the company struggled along on a small quantity of purely local traffic.

Ownership of the little line ultimately came largely into the hands of H. O. Wooten, an Abilene wholesale grocer whose interests included a number of other enterprises in west-central Texas. When the Santa Fe started to build the present P&SF main line the short line found itself with a new connection to the west at Snyder and, for the first time, a chance to become a gateway for transcontinental traffic.

Immediately Mr. Wooten went to his suppliers in California and arranged for them to move produce and canned goods for his warehouse through this newly established gateway. Later, the traffic of other wholesalers and suppliers—many of them his personal friends—began to follow the same route. Mr. Wooten's railroad gained a new lease on life. Its traffic pattern was pretty lopsided, however. About 80 per cent of it moved eastward and only 20 per cent was being turned over to the Santa Fe in return.

The Challenge Was Sales

Today, however, the flow of traffic through the Roscoe-Snyder gateway is nearly balanced. This trend began in 1948 when the Wooten family (which still controls the RS&P) hired a former insurance sales executive, William L. Bailey, to be the road's executive vice-president. Mr. Bailey quickly conceived the task of putting the RS&P on sound footing as a challenge in sales and he set out to build a larger, more effective sales staff with goals well beyond the existing modest perishables traffic.

When he started, the company had a five-man traffic staff—three men in California, one in Texas and one in Pennsylvania at Pittsburgh. One by one he created new agencies—Jacksonville, Birmingham, Atlanta, and so on. He boosted the staff in California to three men in San Francisco alone, one in Fresno and three more in Los Angeles. Even today more agencies are under consideration. The sales staff presently accounts for 18 of the 68 employees on the RS&P payroll. These men work on a basis more akin to industrial selling than is generally found in the railroad industry.

With few exceptions, all RS&P traffic men have the same title—general agent. And, after a certain minimum of service, all of them receive the same compensation. In addition to the salary, the traffic representatives, or salesmen, participate in a bonus paid out of the company's net earnings of the previous year. The company also furnishes each agent with an automobile. Considering his salary, his bonus and his use of a company car, the typical RS&P traffic man rates his job pretty highly. And his interest in the company's welfare is unusually keen.

Assignments Are Permanent

There are no rigidly defined sales territories in the RS&P setup. Instead of competing with one another for traffic "quotas," the agents are encouraged to work together as a team. Their headquarters are permanently assigned. The men are not transferred from one office to another. This gives each man an optimum of experience with the problems of individual customers. But it does not mean that the men are immobilized. On the contrary, the company encourages them to get acquainted with each other's territories and with the railroad itself. It is not uncommon, for example, for an eastern agent to attend a Shippers Advisory Board meeting on the West Coast. The agents' sales work is backed up by Messers. Wooten and Bailey who are regularly on the road joining an agent in his calls on shippers. Often the agent from an adjoining territory will be with them, too.

"Our men are given complete freedom in their work," Mr. Bailey explains. "We have no inter-office red tape and we strive to keep their paper work at a minimum. We find service and friendliness the keys to winning traffic and as long as our men produce a satisfactory volume of traffic under these principles, we let them work in their own way. They know that our operating organization is small enough and flexible enough so we can, if necessary, make a run for a single car. They are familiar with the railroad itself and they know just about what our operating people can and cannot do, hence their selling is pretty realistic." He adds: "Virtually all our men own their own homes and we encourage them, as a part of their duties, to take an active part in the life of their community."

An unusual passing report service, offered both shippers and receivers using the RS&P gateway, keeps the off-line traffic men in close day-by-day touch with the railroad. On some 1,000 to 1,200 cars of revenue freight per month, plus all empty cars of private lines, the traffic department at Roscoe wires a daily passing and condition report to affected traffic representatives. Each of them, in turn, personally phones the advice to each industry's traffic manager.

PRESIDENT WOOTEN'S staff works universally on an informal, first-name basis. Here from the cab of a new diesel locomotive he is inspecting rebuilt roadbed.

The Roscoe office completes its wiring by 10 a.m. daily. Thus most RS&P customers receive a personal word on the passage of their cars through the gateway within just a few working hours of the actual movement. For those firms not within reasonable phoning distance of an RS&P sales office, the Roscoe office sends a direct wire and follows this up with a more detailed postal card notice. On a similar basis, the company provides an inspection service on all tank cars whether empty or loaded. On numerous occasions, this service has prevented claims—not only against the RS&P but against other carriers participating in the movement.

New Equipment

While lcl traffic on the Roscoe-Snyder route is very modest, the company has acquired a completely reconditioned box car from Chicago Freight Car & Parts Co. just for this service. It has also acquired a new all-steel caboose from the International Railway Car Company. Its motive power consists of two new Electro-Motive switchers—one 600 and one 800 hp, plus a 2-6-2 steam locomotive held in reserve (and which, when used, burns diesel fuel). Another recent addition to the property is a cotton loading dock at Snyder.

Because cars pass over the line so quickly, the RS&P seldom pays per diems. And, by the same token, its two operating crews never spend a night away from home. Employees are represented by the standard railway unions and relations through the years have been quite peaceful.

The RS&P feels it is fortunate to be associated with the T&P and the Santa Fe and its management strives to maintain the friendliest relations with them. Considering the sales work that the short line does for its connections and the services it affords their shippers, the relationship seems to be beneficial all the way 'round.

"... They know just about what our operating people can and cannot do, hence their selling is pretty realistic ..."

Three Budd Cars operate singly—in multiples of two—and as conventional cars in locomotive-powered trains. That's...

What RDC's Are Doing on the MC

Each week day the Michigan Central operates three RDC's a total of 763.8 car-miles in the Detroit area. As a result of some unusual assignments, these 763.8 car-miles are made with 689.7 train-miles. At the same time the three RDC's cause an addition of only 541.5 train-miles in the area. Here's how it is done.

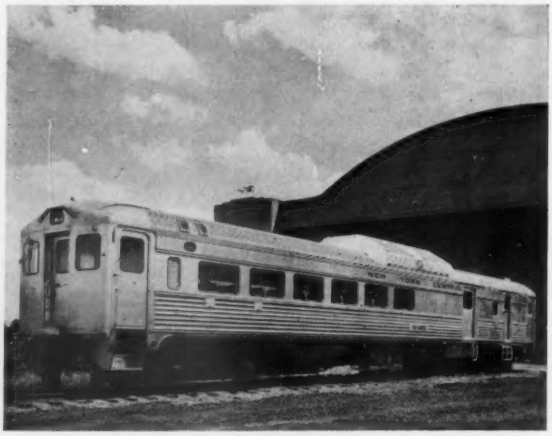
The 763.8 car-miles become only 689.7 train-miles because one run of 74.1 miles (the difference between the two figures) is run with two of the cars coupled together. The net addition of only 541.5 train-miles arises from this m-u operation plus two other 74.1-mile schedules on which the RDC's are coupled into a conventional train pulled by a locomotive.

Substituting RDC's for locomotive trains on these branch and local runs reduced the cost of operation enough to enable the NYC to continue passenger service to Grand Rapids and Bay City. It further permitted the latter run to be extended 20 miles to Midland. Despite this extension of the run, the RDC replaced one regular locomotive, one standby locomotive and five cars. Scheduled running time (Detroit-Bay City) was reduced 38 minutes northbound and 20 minutes southbound.

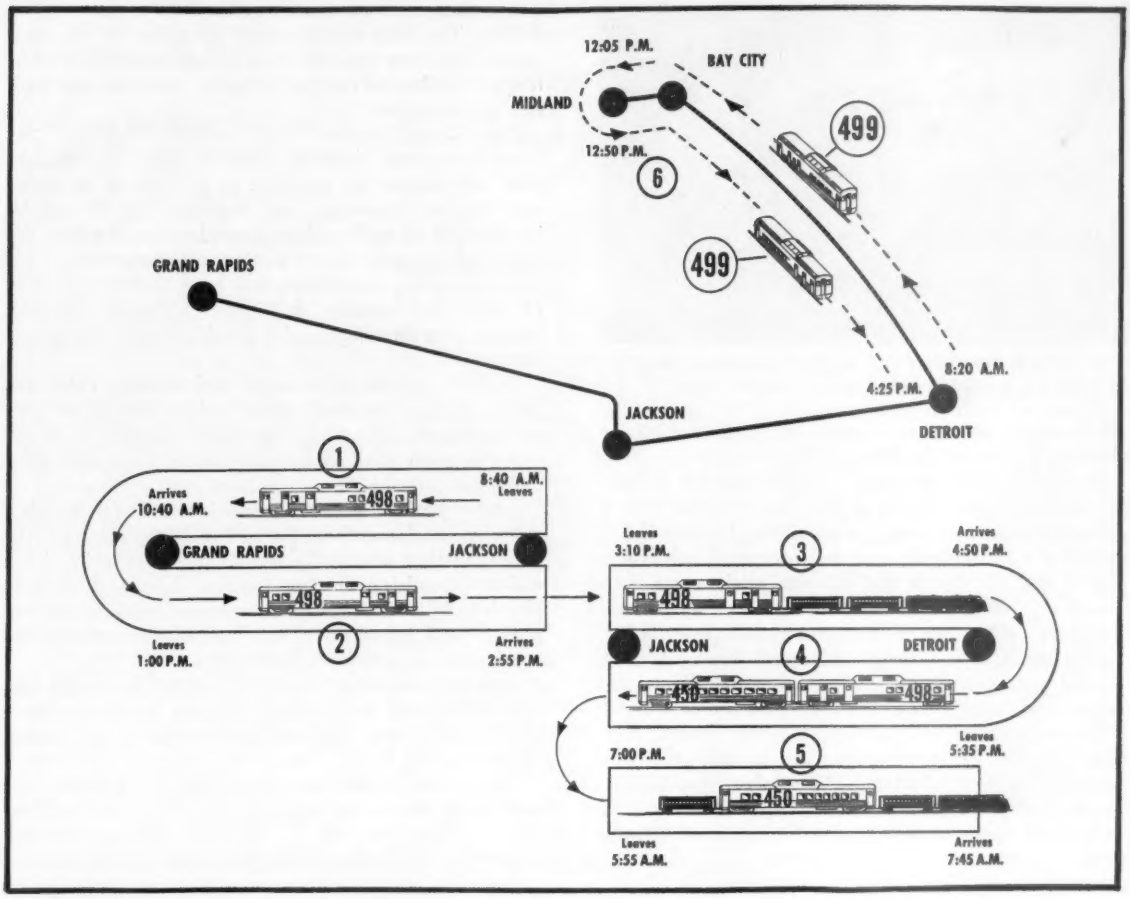
Total operating costs were carefully tabulated from April 1951, when this RDC began operation, to the end of March 1952.

They amounted to 93.71 cents per mile, and included crew wages, repairs, fuel, train supplies, etc. Steam operation had been costing $2.51 per mile. On this run, the RDC has a three-man crew (engineman, conductor and mail-baggage man) between Detroit and Bay City. Another crew (two men) handle the car between Bay City and Midland, drawing a full day's pay for the 39.2-mile round trip.

Both the Grand Rapids and the Bay City branch are important feeders to the main line from Detroit to Chicago and New York. Transfer at Jackson is made especially convenient by spotting the RDC directly across the platform from the through sleeper on Train No. 44 to New York. Passengers for the Pullman can get off before the RDC is switched on to the rear of the train. Free red-cap service is provided at Jackson for passengers transferring between the RDC and No. 44. Similar



THE 499 COST only 93.71 cents a mile to run versus $2.51 for the locomotive train it replaced.



The operation of the 498 and the 450 is as exceptional as the run of the 499 is routine. Each morning the 498 begins its day at Jackson by going to Grand Rapids and back—(1) and (2) on diagram. It is then attached to the rear of train 44 (3) (a Chicago-New York express) to accommodate local patrons between Jackson and Detroit.

At Detroit the 498 teams up with the 450 to operate as commuter train 627 to Jackson (4) for the evening rush. While this train makes two regular and three flag stops in the 74.1-mile run, its 85-minute schedule is but four minutes slower than the "Twilight Limited" streamliner which makes only one stop.

This run puts the two cars back in Jackson by early evening. Both normally lay over for the night. One or both are, however, sometimes used for special parties (like a night ball game at Detroit). The 450 is the first to leave the next morning. At 5:55 it is attached to train 316, the night sleeper train from Chicago to Detroit. It runs as the head coach (5) to handle the morning commuter traffic into Detroit.

Here the 450 lays over for the day until the 498 returns in the afternoon to join up again and repeat the cycle. The 498 in the meantime has begun its daily trek from Jackson to Grand Rapids to Jackson to Detroit—(1), (2) and (3) again—to meet up with the 450 and become train 627 again for the two-unit return to Jackson.

---

spotting and red cap conveniences are also provided between the Grand Rapids-bound RDC and the Chicago-bound "Wolverine" in the morning.

Servicing and Repairs

All three RDC cars are on a service schedule that allows all preventive maintenance to be done between trips except the annual inspection, for which each car is out of service two days. Two of the cars are maintained in the Detroit passenger yard, the third in Jackson. Major overhaul of engines is handled at the Collinwood diesel shop near Cleveland.

On 60 diesel engines overhauled at Collinwood shop for the Boston & Albany division the average was 82,604 miles. Some diesel engines have gone nearly 200,000 miles between overhauls, and the goal is to raise the average to that figure. No regular parts replacement is scheduled except for expendable items like oil filters.

Engines are sent to Collinwood for anything that requires stripping—even, for example, the renewal of bearings. Shipment is made on special racks which hold the entire engine-and-drive unit completely assembled except for the filters. These are removed and bolted separately on the rack at one corner where they fit without taking extra space. The outlying point which receives a re-

FOR MAJOR REPAIRS the engine is removed and exchanged for a rebuilt unit from a central shop.

paired engine can keep the rack until it is needed for returning an engine due for repairs.

The highest mileage reached on MC unit No. 498 before overhaul was 199,772 on the No. 2 engine (No. 1 had 196,516). It was sent for rebuilding because it had reached the 200,000-mile goal and because it was beginning to use oil. Up to that mileage, engines are overhauled only when a defect occurs. So far engines have been sent in for the following reasons: overheating, cracked block, bent exhaust valve and damaged head, stripped timing and governor gears, scored liners and pistons, and damage from a grade crossing accident.

The engines are not "babied" between general overhauls. Regular locomotive diesel fuel is used—the NYC economy grade, a 40-cetane, 1% sulphur specification. Lubricating oil (SAE 40, detergent-type) is changed on the basis of blotter spot test only. No maximum mileage is set.

One change has been made by the NYC in the standard design. The 3-hp electric motor to drive the air compressor has been replaced by a 5.5-hp. motor because of frequent failures of the smaller motor when the cars were first put in service.

The 5.5-hp. motors have proved adequate, and there have been no more failures since the change-over was made. In addition to federal requirements and regular passenger car inspection, daily servicing consists of such minor operations as checking the level and pressure of the engine and transmission oil, water and sand, visual inspection for leaks, the operation of such appurtenances as lights, defrosters and cab heaters, also all relays and a check of the braking system.

Weekly, samples of lube oil and cooling water are taken, batteries are checked and minor lubrication jobs are performed. For two of the latter—lubrication of the main propeller shaft and the generator drive shaft—the car is put over the pit.

Engine work on monthly inspections calls for draining water and sediment from the fuel tank, replacing certain filters, another group of lubrication and checking jobs, and synchronizing the two engines. Electrical work is also largely lubrication and checking, including test for grounds and inspection of the brushes, commutator and bearings of all motors and generators.

Quarterly inspections add more detailed inspection and lubrication work and include changing the transmission and air compressor oil, cleaning the radiators and tuning up the engines.

The annual inspection adds to this a complete overhaul of all motors and all pumps, draining and refilling the spicer gear box and the axle gear unit, and complete lubrication of the disc brake equipment.

Supply Trade

(Continued from page 14)

the new agreements—signed with the United Steelworkers—are located in Chicago, Bessemer, Ala., Butler, Pa., Hammond, Ind., and Worcester, Mass.

Greenville and Evans Join To Modernize Freight Cars

Greenville-Evans Company, jointly owned by the Greenville Steel Car Company and Evans Products Company, has been formed to rebuild and upgrade railroad rolling stock. The operation will include purchase of old cars; reconditioning and modernizing them; and lease of the rebuilt units to carriers on a per diem basis.

Ben Colman, a vice-president of Evans, has been elected president of the new company, and will direct its operation from his Plymouth, Mich., office. General office of Greenville-Evans will be in Pittsburgh.

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William O. Robertson, vice-president and manager of the eastern division, **Armco Drainage & Metal Products, Inc.,** has been named vice-president, sales. His successor is **Tom M. Neibling,** vice-president and manager, southwestern division, who in turn has been succeeded by **W. W. Mains,** vice-president and manager, Missouri-Kansas division. **A. J. Mistler,** division sales manager, has been named division manager, Missouri-Kansas division.

Joseph H. McGraw, sales office manager, **Vanadium Corporation of America,** at New York, has been appointed assistant district manager, Cleveland district. He has been succeeded by **Daniel A. Hackett.**

Union Carbide Nuclear Company, a division of **Union Carbide & Carbon Corp.,** has been formed to integrate the corporation's activities in the atomic energy field. It will carry on large-scale research and development work, leading to increasing participation by the corporation in industrial applications of atomic energy. **Kenneth Rush,** a vice-president of Union Carbide, has been appointed president of the new company.

Farrell Manufacturing Company, Joliet, Ill., has been purchased by **Thrall Car Manufacturing Company,** with the intention of expanding and enlarging existing facilities. The Farrell Company has been engaged in manufacture of truck tanks, semi-trailers and pressure vessels, and in metal fabrication.

Stanley H. Smith Co., of Cleveland, who have represented **Western Railroad Supply Company** for many years, will sever that connection by mutual consent September 1.

OBITUARY

A. E. Zimmer, vice-president of the Enterprise Railway Equipment Company, Chicago, died August 17 after a prolonged illnes.

Harry D. Shaw, 60, railroad service representative for National Aluminate Corporation, died August 9.

Herbert J. French, 62, vice-president of International Nickel Company and assistant vice-president of International Nickel Company of Canada, died August 17, at Rochester, Minn.

Thailand Railway Loaned $12 Million by World Bank

The World Bank has announced a loan of $12 million to the State Railway of Thailand to finance part of a $60-million modernization and rehabilitation program.

The program includes purchase of 30 diesel locomotives, 170 passenger coaches and 850 freight cars; renewal of rails over 875 miles of track; installation of 5,800 automatic couplers; and establishment of a modern telecommunications system.

The World Bank loan, guaranteed by the Kingdom of Thailand, is for 15 years at 4⅝%. The Bank of America is participating in the loan, without World Bank guarantee, to the extent of $1,105,000. Of the total cost of the program, $48 million is to be in foreign exchange; 55% will be met by State Railway earnings and 25% provided by the government of Thailand, in addition to the 20% World Bank participation. In 1950 the World Bank made a previous loan to the Thailand railways for $3 million to finance purchase of workshop and signaling equipment.

LOCOMOTIVES

Locomotives on Order August 1 Total 467

Class I railroads had 467 new locomotive units—all diesel-electric—on order as of August 1, according to the Association of American Railroads. This was more than three times the 133 units on order August 1, 1954; that number included 118 diesel-electric, 10 electric and 5 gas turbine-electric.

In the first seven months of 1955, the same railroads put into service 670 new locomotive units, of which 660 were diesel-electric and 10 electric. New locomotive installations in the same period in 1954 totaled 842 units, all diesel-electric except for 10 gas turbine-electric.

In July this year Class I roads installed 71 new locomotive units, compared with 83 in June and 54 in July 1954. The July 1955 installations included 70 diesels and one electric.

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The **Wabash** has ordered six 1,750-hp diesel-electric road-switching locomotives, Model GP-9, from the Electro-Motive Division of General Motors Corporation, for delivery in March 1956.

The eight 1,750-hp general-purpose diesel units recently ordered by the **Western Pacific** from the Electro-Motive Division of General Motors Corporation (*Railway Age*, August 22, page 8), are now scheduled for delivery in September, instead of December.

FREIGHT CARS

Serviceable Fleet Down By 1,938 Cars in July

The serviceable fleet of Class I roads lost 1,938 cars in July according to the latest review of "The National Transportation Situation" by Arthur H. Gass, chairman, Car Service Division, Association of American Railroads.

He reported also that there were "only 2,752 new cars placed in service in July, but installations should show a marked increase in the next two or three months as recent orders begin coming off the assembly lines."

The serviceable fleet on August 1 was put at 1,612,476 cars, down 26,083 in the last year. Inclusion of cars owned by car-line affiliates brings this figure to 1,690,284.

July orders for Class I roads and car-line affiliates, including cars that are being rebuilt came to 19,926 cars, highest total since January 1951. Combined with 13,765 ordered in June, this brought the order backlog on August 1 to 45,515, the most on order at any one time in the past two years and almost four times the number on order a year ago. Retirements for the month came to 11,003, most in any one month since December 1949.

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The **Baltimore & Ohio** has ordered 2,500 freight cars, as follows: From Bethlehem Steel Company—1,000 70-ton hopper cars; from Pullman-Standard Car Manufacturing Company—500 70-ton hopper cars; from ACF Industries—600 40½-ft box cars; and from General American Transportation Corporation—400 50½-ft box cars. Total cost of the new cars will be approximately $18,500,000. A B&O inquiry for 1,000 hopper cars, 500 gondola cars and 1,000 box cars was reported in *Railway Age*, July 18, page 13. Anticipated delivery date on all the newly-ordered cars is the first quarter of 1956.

Canadian Javelin, Ltd., of Montreal, is securing prices for a minimum of 700 and a maximum of 1,100 100-ton gondola-type roller-bearing ore cars for delivery in the spring of 1957. The cars, which are to be similar to those now in use on the Quebec North Shore & Labrador, are for a new railroad which Javelin is building from a connection with the QNS&L to new ore deposits in the vicinity of Wabush Lake, Labrador (*Railway Age*, August 22, page 8; this issue, page 14).

The **Illinois Central** will build 2,000 50-ton, 50-ft box cars in its company shops at Centralia, Ill., beginning in the first quarter of 1956. Estimated unit cost of the cars is $5,900.

The **Nickel Plate** has ordered 500 50-ton, 50½-ft box cars from General American Transportation Corporation. The cars, 100 of which will have damage-free loading equipment, are scheduled for delivery in the second quarter of 1956.

The **Norfolk Southern** has ordered 50 50-ton gondola cars and 50 50-ton pulpwood cars from the Magor Car Corporation, at an estimated total cost of $640,000. The cars are scheduled for delivery in February 1956.

The **Rubber Producing Facilities Disposal Commission,** an agency of the federal government, has sold 447 pressure tank cars, acquired during World War II, to the following companies: Union Tank Car Company, Chicago—225 cars; General American Transportation Corporation, Chicago—172 cars; and Vendome Tank Car Company, Tulsa, Okla.—50 cars. Unit sale price of all cars was $5,100.

The **Wabash** has ordered 700 freight cars, as follows: From its company shops at Decatur, Ill.—50 70-ton flat cars and 100 50-ton flat cars, all for delivery during the first quarter of 1956; from ACF Industries, Inc.—300 50-ton, 40½-ft box cars and 200 50-ton, 50½-ft box cars, all for delivery in April 1956; and from Bethlehem Steel Company—50 70-ton, 65½-ft, tight-end, mill-type gondola cars, for delivery in December 1955.

DEFENSE DEPT. ASSAILED ON TRANSPORT PRACTICES

Representative Paul J. Kilday, Democrat of Texas, has accused the Defense Department of being "out of step" with federal efforts to maintain a strong transportation system.

In a statement made for the Congressional Record, Congressman Kilday found the military policy of moving personnel by non-scheduled airlines "at cross purposes and in disregard of congressional policy."

Mr. Kilday stated that "mass movements of troops and concentrations of heavy equipment within the United States must depend upon rail transportation." But, he said, the "military services are depriving the common carriers of traffic and revenues needed to keep them intact and strong."

If the railroads are to "continue available" to provide wartime services, he said, "roadbeds must be maintained and there must continue, in being, an adequate supply of freight cars and passenger cars. It cannot be contended that any of these facilities or equipment can be retained on a standby basis. They can only be available if freight and passengers are provided in adequate quantity for profitable operation."

Securities

SEC Draws Up New Rules To Check Proxy Contests

The Securities and Exchange Commission, moved by experience "with many controversial proxy contests in the past three years," has proposed a series of rules changes governing proxy campaigns.

SEC Chairman Armstrong announced that such campaigns, "much bigger and more highly organized than in the past, have made necessary revision of the commission's rules for the better protection of the stockholders and the public."

"Our primary concern," Mr. Armstrong declared, "in the administration of the proxy rules is to assure that full, fair and adequate disclosure of the basic facts about the proxy solicitation is made available to the stockholders whose proxies are being solicited."

SEC announced that the present rules would be expanded to require more detailed information about the persons making a solicitation and their interests in the matter to be voted on. Additionally, SEC said, the revised rules, are more specific as to what persons are included as participants in a solicitation, including nominees for election, persons who designate them, persons who solicit proxies and persons who participate to any extent in the organition, direction or financing of a solicitation.

The proposed changes also deal with statements made in connection with a proxy campaign, expressly forbidding predictions as to specific business or financial results; irrelevant, confusing or misleading statements; personal attacks made without basis in fact; unsupported accusations,inuendoes and rhetorical questions; and material purporting to be factual but not based on facts that can be established.

Recommendations from the public were invited by Mr. Armstrong up to September 30. While they were not referred to in the official announcement of the rules changes, it was conceded that such proxy battles as those involving the New York Central, the New Haven and Montgomery Ward contributed to the decision to tighten controls.

Investment Publications

[The surveys listed herein are for the most part prepared by financial houses for the information of their customers. Knowing that many such surveys contain valuable information, *Railway Age* lists them as a service to its readers, but assumes no responsibility for facts or opinions which they may contain bearing upon the attractiveness of specific securities.]

Fahnestock & Co., 65 Broadway, New York 6.

Railroad Equipment Stocks. Weekly Review, August 1.

Jas. H. Oliphant & Co., 61 Broadway, New York 6.

Northern Pacific Ry. Oliphant's Studies in Securities, No. 267. August.

Smith, Barney & Co., 14 Wall st., New York 5.

Railroad Stocks. Railroad Bulletin No. 197, August 12.

Vilas & Hickey, 49 Wall st., New York 5.

New York Central; A Progress Report and Forecast. July 29.

St. Louis-San Francisco Ry. July 28.

Security Price Averages

	August 23	Prev. Week	Last Year
Average price of 20 representative railway stocks	95.37	92.80	70.83
Average price of 20 representative railway bonds	98.43	98.70	96.79

Dividends Declared

CHESAPEAKE & OHIO.—common, 75¢, quarterly, payable September 20 to holders of record September 1; 3½% convertible preferred, 87½¢, quarterly, payable November 1 to holders of record October 7.

ERIE & PITTSBURGH.—87½¢, quarterly, payable September 12 to holders of record August 31.

NORFOLK SOUTHERN.—30¢, quarterly, payable September 15 to holders of record September 1.

SOUTHERN PACIFIC.—75¢, quarterly, payable September 19 to holders of record August 29.

Law & Regulation

Retirement Act Bill Signed by President

President Eisenhower has approved H.R. 4744, the bill to liberalize the Railway Retirement Act (*Railway Age*, August 8, page 9). The bill, now law, restores the maximum spouse's benefit to the same level as for spouses under the social security program and permits survivors of railroad employes to receive benefits of both the railway retirement and social security program.

Mackie Welcomes Labor Support of Cabinet Report

Railroad labor's help in emphasizing the need for transport regulation reform was welcomed by David I. Mackie, chairman of the Eastern Railroad Presidents Conference, in an August 19 address to the Eastern Canadian Union Meeting Association of the Brotherhood of Locomotive Engineers at Moncton, N. B.

In discussing the need for national transportation policy reform in the United States, Mr. Mackie referred to findings of the Cabinet Committee on Transport Policy. He cited these findings as being that "competition pervades the transportation industry today"; that "government has not adjusted its regulatory concepts and practices to these competitive conditions"; that "government policy severely limits the most economical use of our transportation plant," with consequent losses to shipper and public, and that "the economy of the country and the national defense need the services of a strong, vigorous and efficient system of common carrier transportation."

"Each mode of transportation has its own inherent advantage," Mr. Mackie pointed out. "There are many instances where railroads have an inherent advantage of a low level of costs. The Cabinet Report would afford railroads a right they are now frequently denied, to publish compensatory rates which reflect that low level of costs."

Some of the opposition to legislation designed to implement the report seemed to assume, he said, "that the beneficiary of an inequity has a vested right to its preservation," but quoted the suggestion of Secretary of Commerce Sinclair Weeks, that any transport agency which wants to be protected against competition be required to show that such protection is in the public interest.

. . . The largest single iron ore cargo ever to arrive in the United States was discharged at the Curtis Bay (Baltimore) ore pier of the Baltimore & Ohio, August 19, when the S.S. "Ore Chief" arrived with 30,373 long tons of Venezuelan ore. The record cargo was headed inland to steel plants at Sharon, Pa., and Pittsburgh.

"GRADUATING" from the Great Northern's first "course" under the college-business exchange program (*Railway Age*, July 11, page 36), David L. Jickling (left) receives his certificate from John M. Budd, president of the GN. Mr. Jickling, a faculty member of Carleton College, Northfield, Minn., spent most of his six weeks' railroading course in the GN general offices, although he studied business procedures at the railway's installations in several other cities, too. The GN is one of four roads participating in the program this year. It is sponsored by the Foundation for Economic Freedom.

SP Merges Passenger, PR Forces

Peterson will head new department, which takes over September 1—Passenger officers get new titles

The Southern Pacific will consolidate its passenger traffic and public relations departments into a single department on September 1.

Claude E. Peterson, vice-president, system passenger traffic, will head the new setup, with the title of vice-president, system passenger traffic—public relations. His department will be known as the passenger traffic—public relations department.

K. C. Ingram, assistant to president, whose responsibility has included public relations matters, will be assigned to other "related duties." He will retain his present title.

The new department will apply to the SP's system operations and will be nationwide in scope. Passenger traffic managers at Chicago, New York and Los Angeles each will carry the new title of passenger traffic—public relations manager.

General passenger agents at Portland, Ore., and Oakland, Cal., will get a similar change. Titles of district passenger agents will be changed to district passenger and public relations representatives.

PR Men Stay—The SP's existing public relations staff will be retained as the nucleus of the new organization. A railroad statement said announcement of promotions among this group, and in the advertising staff, will be made shortly.

D. J. Russell, president of the SP, said this merger of the two departments is designed to give greater emphasis and importance to the railroad's public relations effort.

"The passenger department for many years has necessarily been concerned with people," Mr. Russell, "and by training and experience this department's personnel is well suited to the enlarged field of endeavor.

"We believe the integration of the two departments will permit the assumption of greater responsibilities which will make public relations of real concern to everyone connected with the passenger department organization.

"I believe the new and enlarged organization will represent a step ahead in the public relations efforts of the railroad industry."

ROCK ISLAND.—H. P. Schmidt, former assistant signal engineer, who has been appointed signal engineer at Chicago (*Railway Age*, August 15, page 54).

AKRON, CANTON & YOUNGSTOWN.—This road has opened a district traffic office at 1212 Board of Trade building, 10th and Wyandotte streets, Kansas City 5, Mo. **C. C. Proctor** is district traffic manager.

ASSOCIATION OF AMERICAN RAILROADS.—Franz C. Rummel, car service agent for the Car Service Division at New Orleans, has been appointed acting district manager at Atlanta, filling the vacancy left by **Thomas M. Healy,** who has received a recess appointment from President Eisenhower to be a member of the Railroad Retirement Board for the remainder of a term expiring August 28, 1958 (*Railway Age*, August 8, page 16; this issue, page 9).

ATLANTA & ST. ANDREWS BAY.—A. V. Hooks has been appointed assistant to vice-president at Dothan, Ala.

CHICAGO & ILLINOIS MIDLAND.—H. F. Grear, assistant secretary and assistant treasurer, retired August 1 after 47 years of railroad service. **E. D. Hon,** assistant auditor, has been elected assistant auditor, assistant secretary and assistant treasurer.

COLUMBUS & GREENVILLE.—C. A. Arnett, chief dispatcher, has been named superintendent, with headquarters at Columbus, Miss.

DULUTH, SOUTH SHORE & ATLANTIC.—Walter G. Anderson has been named manager of personnel, succeeding **E. H. Buhlman,** who has retired.

SOUTHERN.—Roy F. Smith, commercial agent at Asheville, N.C., has been appointed district freight agent at Greensboro, N.C., succeeding **Guy D. Taylor,** resigned.

SOUTHERN PACIFIC.—Effective September 1, the SP will create a new division comprised of lines in southern California and southwestern Arizona. To be called the Yuma division, it will include some lines presently under the Los Angeles division and a smaller amount of mileage now under the Tucson division. Limits of the Los Angeles division will be correspondingly reduced.

TEXAS & NEW ORLEANS.—B. F. Biaggini, Jr., has been appointed vice-president of Southern Pacific lines in Texas & Louisiana. Mr. Biaggini, who is 39, joined the SP as rodman at Ennis, Tex., in July 1936. He subsequently held a variety of engineering positions in Texas, being named senior assistant engineer in the office of chief engineer, Houston, in 1948. Two years later he was named assistant to chief engineer and in April 1953, was again promoted, this time to executive assistant. He has held the position of assistant to executive vice-president since July 1954. A picture of Mr. Biaggini was published in *Railway Age* September 13, 1954, page 48.

C. T. Strong, assistant trainmaster at Houston, has been appointed trainmaster at Columbus, Tex., succeeding **J. T. McNally,** transferred. **D. R. Kirk, Jr.,** assistant superintendent at San Antonio, has been named superintendent at Houston, replacing the late **D. R. Kirk, Sr. J. D. Davis** has been transferred from New Orleans to San Antonio to succeed Mr. Kirk, Jr., and in turn has been replaced by **S. E. Tanner,** assistant superintendent at Houston. Mr. Tanner's successor is **R. J. Rohlf,** trainmaster at Houston, who in turn has been succeeded by **J. A. Chihal.**

Clayton E. Ward has been appointed assistant freight traffic manager at Houston, succeeding **J. L. Fielding,** whose retirement was noted in *Railway Age*, August 15. **R. A. Cooper,** general freight agent, Central district, has been named to the newly created position of assistant freight traffic manager at Houston, where he will continue to supervise the Central district. The position of general freight agent, Central district, formerly held by Mr. Cooper, has been abolished. **H. F. Dennis,** district freight agent at Beaumont, Tex., has been appointed assistant to freight traffic manager at Houston. **W. W. Guinn** replaces Mr. Dennis.

TOLEDO TERMINAL.—William J. Polhemus, secretary, has been named secretary and treasurer at Toledo. **C. H. McKeand,** treasurer and purchasing agent for 36 years has retired. **W. T. West** was named purchasing agent several months ago.

OBITUARY

James S. Sloan, superintendent of terminals for the Burlington at Kansas City, Mo., died in that city August 17.

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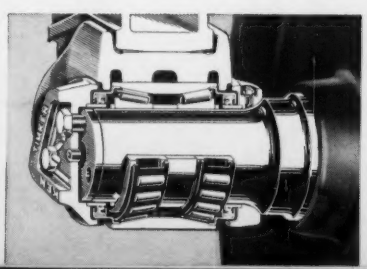

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